

ASRS Database Report Set

Pilot / Controller Communications

Report Set Description.....	A sampling of reports which highlight issues involving communications between pilots and controllers.
Update Number	5.0
Date of Update	July 27, 2000
Number of Records in Report Set	50
Number of New Records in Report Set.....	50
Type of Records in Report Set	For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data
SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

ACN: 427870

Time

Date : 199902

Day : Tue

Local Time Of Day : 1801 To 2400

Place

State Reference : OH

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZID.ARTCC

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10050

ASRS Report : 427870

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Returned To Intended Course

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ACFT #1, DTW TO ATL, WAS AT CRUISE WHEN ATC ASKED IF WE WERE ON A HDG TO FLM. WE WERE NOT, WE WERE GOING DIRECT VXV (ALTHOUGH ONLY 10 DEGS OFF A HDG DIRECT FLM). ATC ASSUMED WE WERE ON A HDG OR ON J43. I THOUGHT WE WERE GIVEN DIRECT VXV. HOWEVER, OUR ORIGINAL RTE WAS VWV.RD.J43.VXV AND THE CTLRS MAY HAVE GIVEN US DIRECT VWV AND WE TOLD THE FMS DIRECT VXV, THEREBY CAUSING THE ERROR. IN ANY CASE, WE BOTH THOUGHT WE WERE CLRED DIRECT VXV.

Synopsis :

MLG ACR TRANSPORT MISCOMMUNICATES ATC CLRNC, ASSUMING CLRNC GIVEN IS DIRECT VXV VORTAC INSTEAD OF VWV VORTAC.

Time

Date : 199902

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MMEX.Airport

State Reference : FO

Altitude.MSL.Bound Lower : 10500

Altitude.MSL.Bound Upper : 19000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : MMEX.ARTCC

Make Model : B727-200

Person / 1

Function.Flight Crew : Second Officer

ASRS Report : 428510

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 428508

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 428509

Person / 4

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Independent Detector.ATC Equipment.Other ATC Equipment : wind shear

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 3

Resolatory Action.Flight Crew : Diverted To Alternate

Resolatory Action.Flight Crew : Executed Missed Approach

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : fill issued fuel adv.

Supplementary

Problem Areas : Aircraft

Problem Areas : ATC Human Performance

Problem Areas : Weather

Narrative :

UPON ARR IN THE TERMINAL AREA, WX HAD DETERIORATED TO IMC WITH TSTMS IN ALL QUADS. HVY PRECIP, RIME ICE, AND LIGHTNING ENCOUNTERED IN DSCNT. APCH ADVISED US TO EXPECT ILS RWY 23L APCH. THEY RPTED HVY RAIN AT ARPT WITH WINDSHEAR. ADVISED ATC WE WERE BREAKING OFF APCH AND REQUESTED VECTORS TO THE E TO A POINT WHERE WE COULD HOLD UNTIL THE WX IMPROVED. APCH COMPLIED, ENTERED HOLD E OF OTUMBA ON THE 110 DEG RADIAL IN THE CLR. AFTER HOLDING FOR SEVERAL MINS WITH NO IMPROVEMENT IN WX AT ARPT AND WX DETERIORATING AT OUR HOLDING POINT, WE ELECTED TO DIVERT TO OUR ALTERNATE (ACA) FOR FUEL. AFTER SEVERAL VERY FRUSTRATING MINS TRYING TO COMMUNICATE OUR DESIRES, APCH CLRED US DIRECT TO TEQ. THIS RTE RAN DIRECTLY THROUGH WX. ADVISED ATC AND REQUESTED RADAR VECTORS S OF PRESENT POS. AGAIN NUMEROUS ATTEMPTS REQUIRED TO COMMUNICATE DESIRES. FINALLY TOLD ATC FUEL WAS AN ISSUE AND THAT WE WERE REQUESTING RADAR VECTORS DIRECT TO ACA. THEY FINALLY COMPLIED AND WE PROCEEDED TO ACA AND MADE AN UNEVENTFUL VISUAL APCH AND LNDG IN VMC. MAJOR ISSUE WAS LANGUAGE BARRIER. WE WERE ONLY ENGLISH SPEAKING ACFT ON FREQ. COM BECAME DIFFICULT AS WE WERE ASKING THINGS THAT WERE NOT THE NORM FOR ARRS TO MEX. ALSO DIFFICULT TO UNDERSTAND WHAT OTHER ACFT WERE DOING. ATC SEEMED TO FINALLY UNDERSTAND DESIRES WHEN FUEL CONDITION WAS STATED. OUR CONCERN WAS THAT WE MIGHT HAVE UNKNOWINGLY CAUSED PRIORITY HANDLING OF OUR ACFT BY MEXICAN ATC. SUPPLEMENTAL INFO FROM ACN 428508: WE SET UP FOR W LNDG. DSNDRG FROM 14000 FT TO 10000 FT, WX GOT WORSE. REQUESTED A FIELD RPT. REPLY WAS NOT UNDERSTANDABLE. NOW WE HAD LIGHTNING -- VIRGA/RAIN, TURB -- LOW VIS/SMOKE OR HAZE -- LIGHTNING IN ALL QUADS -- AND HEARD TWR RPT WINDSHEAR. WE BROKE OFF, CLBED TO FL190, HELD AND REASSESSED. WE HAD FUEL TO GO TO ACA, BUT NOT ENOUGH TO HOLD, WAIT OUT THE WX, SHOOT THE APCH, MISSED AGAIN, THEN GO TO ACA. MEX ATC DIDN'T UNDERSTAND. AFTER MANY ATTEMPTS TO EXPLAIN, WE SAID 'LOW FUEL, MUST GO TO ACA.' SUPPLEMENTAL INFO FROM ACN 428509: DEVS PLUS USE OF ANTI-ICE BURNED MORE FUEL THAN PLANNED. 2 STRONG CELLS WERE DETECTED ON WX RADAR DURING RWY 23 APCH -- 1 N OF MEX AND 1 S. WE BROKE OFF APCH AT APPROX 13 DME. WE CALCULATED FUEL OVER ACA AT APPROX 7000 LBS AND INFORMED ATC WE NEEDED TO FLY TO ALTERNATE OF ACA. NEITHER CAPT NOR FO HAD BEEN THERE. MEX ATC WAS VERY HELPFUL AND OBLIGED OUR REQUEST.

Synopsis :

A B727-200 FLT HAS TO DIVERT TO THEIR ALTERNATE ARPT OF ACAPULCO WHEN THE WX IS TOO SEVERE FOR A CONTINUED APCH TO MEXICO CITY. THE FLC HAD GREAT DIFFICULTY IN GETTING THE CTLR TO UNDERSTAND THEIR REQUEST AND THEIR FUEL STATUS.

Time

Date : 199902

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LGA.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : LGA.Tower

Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.Tower : LGA.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 429656

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 4

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Company Review

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

ON FINAL APCH TO RWY 4 AT LGA, WE WERE ADVISED BY THE TWR CTLR TO KEEP OUR SPD UP AS TFC BEHIND WAS CLOSING. WE LANDED AND DURING ROLLOUT, IN AN ATTEMPT TO CLR PROMPTLY, WE ASKED TWR IF HE WANTED A R TURN ONTO THE RWY 13. BOTH THE FO AND I THOUGHT WE HEARD HIM SAY 'MAKE THE TURN,' SO WE DID. APPARENTLY, THERE WAS SOME SORT OF MISCOM WITH THE TWR BECAUSE THE GND CTLR, ONCE CONTACTED, ADVISED US HE DID NOT THINK OUR TURNOFF WAS SUCH A GOOD IDEA. AFTER GATE ARR, WE CALLED THE TWR ON THE LANDLINE TO EXPLAIN AND WE BOTH AGREED THERE WAS MISCOM BTWN US AND THE TWR CTLR. AS FAR AS WE KNOW, NO TFC CONFLICTS WERE CREATED.

Synopsis :

AN MD80 AIRLINE CREW, ATTEMPTING TO ASSIST WITH A TFC SPACING PROB, EXPEDITED THEIR TURN OFF THE RWY, ONTO ANOTHER RWY, DURING THEIR ROLLOUT. THIS CAUSED A PROB FOR THE GND CTLR.

Time

Date : 199903

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Altitude.MSL.Single Value : 20000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : SKED.ARTCC

Make Model : B727 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.ARTCC : SKED.ARTCC

Make Model : B727 Undifferentiated or Other Model

Component / 1

Aircraft Component : TCAS Equipment

Aircraft Reference : X

Problem : Not Installed

Person / 1

Function.Observation : Company Check Pilot

Function.Instruction : Instructor

Experience.Flight Time.Total : 10600

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 3500

ASRS Report : 429895

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Flight Crew : Second Officer

Person / 6

Function.Controller : Non Radar

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Critical

Independent Detector.Other.Flight CrewA : 2

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Company Review

Situations

Aircraft.Make Model.Value : 148.30

Aircraft.Aircraft Component.Value : 34.351

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Company

Problem Areas : FAA

Narrative :

I WAS GIVING A RTE FAMILIARIZATION RIDE TO A CREW GOING INTO BOG. WE WERE OPERATING IN A NON RADAR ENVIRONMENT BECAUSE THE BOGOTA RADAR WAS NOTAMED 'IN SVC FOR INFO AND SURVEILLANCE. RADAR VECTORING SUSPENDED' WE WERE ON OUR FLT PLAN PROCEEDING DIRECT TO UTI NDB. WHEN WE WERE ABOUT 10 MI FROM UTI, WE WERE GIVEN A CLRNC TO HOLD WITH AN EXPECT FURTHER CLRNC OF ABOUT 20 MINS. THE CAPT VERIFIED WITH ATC THAT WE WERE TO HOLD AT UTI AT FL200. THE CAPT AND FO QUICKLY TRIED TO PROGRAM THE GPS UNITS FOR HOLDING SINCE WE WERE ONLY A FEW SECONDS AWAY. JUST AS THEY FINISHED, WE REACHED UTI AND WE ALL NOTICED A B727 OF AN UNKNOWN SOUTH AMERICAN AIRLINE, PASS OFF OUR PORT SIDE ABOUT 200 YARDS AWAY AND AT OUR ALT OR JUST SLIGHTLY BELOW. THEY WERE TURNING AWAY FROM US EITHER TO AVOID US OR MAY HAVE JUST BEEN ENTERING HOLDING FROM ANOTHER DIRECTION. THE CAPT ASKED ATC ABOUT THE TFC AND THEY SAID HE WAS AT FL190. WE AGREED IN OUR COCKPIT THAT HE WAS NOT AND LATER IN THE HOLDING PATTERN WE SAW WHAT WE THINK WAS THE SAME ACFT 1000 FT BELOW. I AM SURE WE WERE AT THE CORRECT CLRED ALT AND POS. CONTRIBUTING FACTORS: ALL COMS WERE IN SPANISH EXCEPT TO US. THIS DECREASED OUR SITUATIONAL AWARENESS OF OTHER ACFT ON THE FREQ. BOTH FRONT END CREW WENT 'HEADS DOWN' TO PROGRAM THE GPS UNITS. THEY WERE BOTH FAIRLY NEW TO THEM, BUT THE PF SHOULD HAVE REMAINED 'HEADS UP.' TCASII, BECAUSE WE ARE A CARGO ACFT WE HAVE NO TCASII. IN THIS SIT WE WOULD HAVE HAD A WARNING OF THIS POTENTIAL COLLISION. I BELIEVE THAT TCASII IS EVEN MORE IMPORTANT WHEN FLYING INTO COUNTRIES WHERE MORE THAN ONE LANGUAGE IS SPOKEN BY ATC.

Synopsis :

A FREIGHTER CREW ON AN AIRLINE B727 HAS A CLOSE ENCOUNTER WITH ANOTHER B727 WHILE IN A HOLDING PATTERN NEAR BOG. THE CREW COMPLAINS OF THE LACK OF A PARTYLINE AND THE NEED FOR TCASII EQUIP ON FREIGHTERS.

Time

Date : 199902

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : TX

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : SAT.TRACON

Make Model : Learjet 25

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 400

ASRS Report : 430030

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.ATC Equipment.Other ATC Equipment : Radar

Independent Detector.Other.ControllerA : 3

Resolutory Action.Controller : Issued Alert

Resolutory Action.Controller : Issued New Clearance

Resolutory Action.Controller : Separated Traffic

Resolutory Action.Other : Capt Gave Low Fuel Aor

Supplementary

Problem Areas : Aircraft

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

HAD ARRIVED ON MARCS 5 ARR TO SAT. JUST CROSSED SAT VOR WITH DSCNT CLRNC TO 3000 FT AND GIVEN A HDG TO EXPECT ILS RWY 12R AT SAT. CREW UNDERSTOOD NEW HDG TO BE HDG 200 AND READ HDG 'TWO ZERO ZERO.' SOON WE RECEIVED CALL FROM CTLR SAYING HDG WAS TO BE 300 AND CLB IMMEDIATELY TO 4000 FT. COPLT HAS ACCENT. THIS MAY HAVE CONTRIBUTED TO THE CTLR NOT CATCHING THE READBACK ERROR OF TWO ZERO ZERO. SINCE IT WAS OBVIOUS TO ME WE WERE OVERFLYING THE APCH AND WERE TO BE VECTORED OUTBOUND FOR A NEW SEQUENCE, I CALLED THE CTLR TO ISSUE A LOW FUEL ADVISORY SO THAT I MIGHT LAND WITH LEGAL FUEL MINIMUMS FOR IFR.

Synopsis :

A LEAR 25 FLT TURNS TO THE WRONG HDG WHEN THE CREW MISINTERPS AND READS BACK THE WRONG HDG TO THE CTLR. THE PNF FO HAD AN ACCENT.

Time

Date : 199903

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : FDK.Airport

State Reference : MD

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : BWI.TRACON

Make Model : Citation V

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4600

Experience.Flight Time.Last 90 Days : 9

Experience.Flight Time.Type : 179

ASRS Report : 431143

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Approach

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE CLRED TO SUSII. WE WERE THEN HANDED OFF TO BWI APCH (WHO DIDN'T SEEM TO KNOW WHAT APCH WE WERE REQUESTING) ABOUT 8 MI OUTSIDE OF SUSII. SHE INFORMED US THAT THERE WOULD BE A DELAY BECAUSE THEY WERE WAITING FOR A DEP OFF FDK. WE WENT OVER TOP FDK AT I BELIEVE 3000 FT AND AT THAT TIME SHE CLRED US FOR THE APCH. I TOLD HER WE WERE TOO CLOSE TO THE ARPT AND NEEDED A BOX PATTERN VECTORS AROUND FOR SUSII WAYPOINT. AFTER VECTORING US AROUND SHE THEN 'CLRED US FOR THE GPS RWY 5 APCH AT FDK, MAINTAIN 3000 FT UNTIL SUSII INBOUND.' AFTER WE READ THE CLRNC BACK SHE ASKED US TO CALL ATC AND GAVE US THE PHONE NUMBER. WE SHOT THE APCH FROM ABOUT 5 MI OUTSIDE OF SUSII AND MISSED -- GOT VECTORS FOR THE ILS RWY 23 AND GOT IN OK THAT WAY. IT APPEARS THAT WE HAD THE WX GO DOWN SIGNIFICANTLY WHILE WE WERE BEING VECTORED AROUND. IT ALSO APPEARS THAT SHE IS NOT ABLE TO PROVIDE VECTORS TO FINAL APCH COURSE. AFTER AN UNEVENTFUL TRIP HOME TO GSO, I CALLED BWI APCH (EVEN THOUGH I WASN'T THE CAPT ON THE TRIP AND I WASN'T THE PF). THE SUPVR (WHO WAS VERY NICE AND PROFESSIONAL) ASKED ME FOR MY OPINION ABOUT THIS MATTER. SINCE DULLES APCH APPARENTLY OWNS THE AIRSPACE W OF MRB VOR, THEN WHY DID THEY CLR US DIRECT TO SUSII KNOWING FULL WELL WE WANTED TO DO THE GPS RWY 5 APCH? AND NEVER TOLD BWI APCH OF OUR INTENTIONS? IF BWI APCH CAN'T VECTOR US ONTO FINAL APCH COURSE, THEN WHY DIDN'T DULLES APCH DO SO? OR BETTER YET, WHY DIDN'T DULLES APCH MAKE US START THE APCH FROM THE IAF WHICH IS MRB SO THEY COULD CLR US FOR THE APCH? INSTEAD WE WERE CLRED TO SUSII WAYPOINT AND HANDED OFF TO BWI APCH. IN MY OPINION, I THINK THE AIRSPACE THERE NEEDS TO BE LOOKED AT (AT LEAST HOW IT REFLECTS ON THIS APCH PROC). PLTS WILL GET A FALSE IDEA, AS I/WE DID, OF HOW THIS APCH CAN BEGIN. OR MAYBE THE HDOP PROC COULD INCLUDE SOME MORE SPECIFIC INSTRUCTIONS ABOUT WHAT APCH THE PLT IS REQUESTING.

Synopsis :

A C560 CPR FLC ENCOUNTERS AN APPARENT COORD PROB BTWN IAD AND BWI.

Time

Date : 199903

Day : Wed

Local Time Of Day : 1801 To 2400

Place

State Reference : VA

Altitude.MSL.Bound Lower : 26500

Altitude.MSL.Bound Upper : 27000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC

Make Model : MD-83

Aircraft / 2

Controlling Facilities.ARTCC : ZDC.ARTCC

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5150

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 1200

ASRS Report : 431237

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Resolutive Action.Flight Crew : Took Evasive Action

Resolutive Action.Controller : Issued Advisory

Supplementary

Problem Areas : ATC Human Performance

Narrative :

WE WERE CRUISING AT FL270 WHEN WE HEARD THE TCASII ISSUE A TA. WE LOOKED AT THE TCASII DISPLAY, NOTICED THE TFC AT 2 O'CLOCK AND 400 FT ABOVE. WITHIN SECONDS, THE TCASII ISSUED A 'DSND' RA. THE CAPT WAS FLYING. HE PROMPTLY CLICKED OFF THE AUTOPLT AND STARTED TO DSND. JUST AS WE STARTED TO DSND, ZDC CALLED THE TFC. WE TOLD THE CTLR THAT WE WERE RESPONDING TO A TCASII RA. WE DSND'D TO FL265 AND THE TCASII THEN SAID 'MONITOR VERT SPD.' SHORTLY AFTER THIS, THE TCASII SAID 'CLR OF CONFLICT.' WE RETURNED TO FL270 AND CONTINUED THE FLT SAFELY. THE CTLR GAVE US NO FURTHER INFO ON THE OTHER ACFT. THERE WAS A MISCOM SOMEWHERE ALLOWING OUR ACFT AND THE UNKNOWN ACFT TO GET SO CLOSE TOGETHER. WE WERE ADVISED OF THE OTHER TFC AFTER BEGINNING OUR DSCNT. WE NEVER HAD VISUAL CONTACT ON THE OTHER ACFT.

Synopsis :

WHILE IN CRUISE RPTR'S ACFT RECEIVED RA TO DSND FROM TCASII. JUST AS DSCNT BEGAN, ARTCC CALLED THE TFC.

Time

Date : 199903

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : Mixed

Aircraft / 1

Make Model : Learjet 35

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 90

Experience.Flight Time.Type : 6500

ASRS Report : 431389

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 1800

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 600

ASRS Report : 431391

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Executed Go Around

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance

Narrative :

DURING THE STAR PORTION OF THE APCH, WAS INFORMED BY SOCAL APCH TO EXPECT RWY 24L AT LAX. UPON LEAVING SMO VOR, WAS GIVEN VECTORS FOR RWY 24L. THE APCH CTLR REQUESTED THAT WE ADVISE HIM WHEN WE HAVE THE RWY IN SIGHT. WE INFORMED THE CTLR THAT THERE WAS A CLOUD LAYER BTWN US AND THE ARPT. THE APCH CTLR THEN ISSUED INSTRUCTIONS TO TURN R TO INTERCEPT THE ILS RWY 25R LOC, DSND AND MAINTAIN 2300 FT. THIS WAS A RWY CHANGE FROM OUR INITIAL EXPECTED RWY OF 24L, WHICH WE WERE SET UP FOR, TO RWY 25R WHICH NECESSITATED A LAST MIN CHANGE OF APCH PLATES. THE RWY WAS STILL OBSCURED BY A CLOUD LAYER. UPON BECOMING ESTABLISHED ON THE ILS RWY 25R LOC, THE APCH CTLR STATED THAT WE WERE ON FINAL TO THE WRONG RWY WITH A PLANE ON THE RWY AND TO IMMEDIATELY GO AROUND. WE PERFORMED A GAR AS INSTRUCTED, WAS VECTORED BACK AROUND AND WAS CLRED FOR AN ILS RWY 25R APCH, SIDESTEP TO RWY 25L. LANDED RWY 25L AND WHILE TAXIING TO FBO WAS DIRECTED TO CALL THE TWR PHONE. TWR PERSONNEL WERE UNDER THE IMPRESSION THAT WE WERE NOT IN COM WITH ANYONE ON THE APCH TO RWY 25R PRIOR TO GAR. INFORMED THE TWR THAT WE WERE CONTINUALLY IN COM WITH THE APCH CTLR AND HAD NEVER BEEN SWITCHED OVER TO TWR. AT THE TIME OF ARR INTO LAX AREA, THERE WAS CONSIDERABLE INCOMING/DEPARTING AIR TFC WITH A BUSY WORKLOAD FOR ALL CTLRS. SUPPLEMENTAL INFO FROM ACN 431391: I BELIEVE THE PROB AROSE FROM HVY TFC AND CTLR OVERLOAD.

Synopsis :

ACFT ASSIGNED A NEW RWY BY APCH CTL. AFTER ESTABLISHED ON LOC, THE ACFT WAS INSTRUCTED TO GO AROUND AS IT WAS APCHING THE WRONG RWY.

Time

Date : 199903

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : EDDF.Airport

State Reference : FO

Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : EDDF.TRACON

Make Model : B767-200

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 16000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 100

ASRS Report : 431477

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Relief Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

CREW DSND'D BELOW ESTABLISHED IAF ALT BECAUSE OF POOR CTLR HANDLING, ISSUED WRONG APCH TO PROPER RWY, THEN CREW WAS RUSHED INTO REBRIEFING AND CONFUSED BY WHAT MAY HAVE BEEN AN INCORRECT DME INDICATION. CREW MAINTAINED VFR CONDITIONS WITH THE RWY INSIGHT THROUGHOUT THE APCH. CREW MONITORED ATIS BUT THERE WAS NO APCH INFO GIVEN, NOR ANY MENTION OF THE ILS APCH FACILITY BEING INOP. PREPARATIONS REQUIRED FOR ARR, INCLUDING BRIEFINGS FOR ARR PROC, ILS TO BOTH RWYS, INCLUDING MISSED APCH AND HOLDS. CREW HAD THE ARPT IN SIGHT THE ENTIRE TIME SINCE THE ACFT LEFT IAF ALT. LAST MIN CONFUSION IN EXTRACTING THE APCH PLATE BY THE REST OF THE CREW PROMPTED ME TO STAY 'HEADS UP' WHILE WE TRIED TO REBRIEFED. HAD WE BEEN IN IFR CONDITIONS, WE WOULD HAVE ABORTED THE APCH. THE VASI WAS USED TO FLY THE LATTER STAGES OF THE VISUAL APCH. THE CTLR'S INQUIRY OF ALT AND AIRSPD ON THE APCH CAME AFTER OUR DISCOVERY OF A POSSIBLE ALTDEV FROM PUBLISHED APCH PROC. OUR DSCNT WAS ALREADY ARRESTED AND A DISCUSSION OF THE SIT UNDERWAY. TASK SATURATION WAS EXPERIENCED BY LATE NOTIFICATION OF THE PROPER APCH PROC AGGRAVATED BY CONFLICTING TFC ON THE FINAL, DIFFICULTY IN UNDERSTANDING THE CTLR, AND BEING NEW TO THE ACFT (FIRST TRIP AFTER MY IOE) AND MY FIRST TRIP TO THIS ARPT. A MUCH GREATER APPLICATION IS NOW REALIZED FOR THE NEED TO EXAMINE INTL NOTAMS, NOT RELY ON ATIS FOR APCH INFO, AND TO EXPECT VERY LITTLE OR NO APCH FACILITY INFO FROM INTL CTLRS.

Synopsis :

B767 CREW BELIEVED THAT THEY HAD DSND'D BELOW THE IAF PUBLISHED ALT DURING APCH TO RWY 25L AT EDDF.

Time

Date : 199903

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : DC-9 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 19400

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 6500

ASRS Report : 431950

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ZHU CLRED US TO DSND TO 10000 FT, FO READ BACK 10000 FT. AFTER LEVELOFF AT 10000 FT, CTR ASKED US WHAT OUR ALT WAS AND FO REPLIED 10000 FT. CTR SAID WE WERE CLRED TO 11000 FT. FO REPLIED, 'I READ BACK 10000 FT.' CTR SAID, 'REMAIN AT 10000 FT AND CONTACT GPT APCH CTL.' THE CTR WAS BUSY AT THE TIME DIRECTING OTHER ACFT. EITHER ONE OF US MISSED A READBACK OR WE WERE GIVEN THE WRONG ALT INITIALLY.

Synopsis :

ACFT RESPONDED TO DSCNT CLRNC WITH A FULL READBACK. AS ACFT LEVELED OFF, ARTCC TOLD THE FLC THEY HAD DSNDDED TO THE WRONG ALT.

Time

Date : 199903

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : YIP.Airport

State Reference : MI

Altitude.MSL.Single Value : 24000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOB.ARTCC

Make Model : Bae 125 Series 800

Aircraft / 2

Controlling Facilities.ARTCC : ZOB.ARTCC

Make Model : Orion (P3)

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 4400

Experience.Flight Time.Last 90 Days : 141

Experience.Flight Time.Type : 340

ASRS Report : 432190

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Returned To Assigned Airspace

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

DURING INITIAL CLB OUT OF YIP, WE WERE CLRED TO FL240. I RECEIVED A CLRNC TO FL250, SET FL250 IN THE ALT SELECT, AND READ BACK THAT I WAS GOING TO MAINTAIN FL250. (AT THIS TIME THE AUTOPLT WAS ENGAGED AND I WAS WORKING THE RADIOS DUE TO THE FACT THAT THE FO WAS INVOLVED IN PUTTING AWAY CHARTS AND VERIFYING RTES AND FREQS.) I RECEIVED A FREQ CHANGE FROM ATC. I CHKED IN WITH ZOB AND STATED THAT I WAS PASSING FL180 FOR FL250. I WAS TOLD I WAS STILL WITH THE LOWER GUY. I APOLOGIZED AND SAID I MUST HAVE FORGOT TO PUSH THE BUTTON. I THEN PRESSED THE FLIP-FLOP SWITCH AND STATED TO ZOB THAT I WAS PASSING FL190 FOR FL250. CTR ACKNOWLEDGED AND STATED NOTHING FURTHER. SHORTLY AFTER THE CHK ON, THE FO WAS BACK TO MAKING THE RADIO CALLS. WE RECEIVED A TA FROM TCASII AND STARTED SEARCHING FOR A VISUAL ON THE TFC. AS THE FO SPOTTED THE TFC WE RECEIVED AN RA FROM TCASII TELLING US TO 'DECREASE CLB.' I STOPPED THE CLB AT FL242, JUST AS I HEARD THE CTLR SAY THAT IT LOOKED LIKE SOMEONE DIDN'T LEVEL OFF. I ASKED THE FO TO CONFIRM OUR ALT CLRED TO, AND ATC SAID IT WAS FL240 AND ASKED WHAT WE WERE LAST CLRED TO. THE FO RELAYED THAT I SAID IT WAS FL250 AND THAT I HAD STATED SO WHEN CHKING IN. ATC SAID NO, IT WAS FL240. BY THIS TIME I WAS BACK DOWN TO FL240 AND LEVELED OFF. TO THE BEST OF MY KNOWLEDGE, THE OTHER TFC HAD NOT RECEIVED ANY WARNING AND WAS UNAWARE OF THE SIT UNTIL WE ASKED CTR TO VERIFY OUR ALT CLRNC.

Synopsis :

BAE125 CREW RECEIVED TCASII RA CLBING TO FL250.

Time

Date : 199903

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : FO

Altitude.MSL.Bound Lower : 33000

Altitude.MSL.Bound Upper : 34000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : B757 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.ARTCC : BIRD.ARTCC

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 17000

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 3000

ASRS Report : 432341

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Relief Pilot

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Controller : Non Radar

Events

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Consequence.Other : Company Review

Supplementary

Problem Areas : ATC Human Performance

Narrative :

FLT CROSSED 41 DEGS N 20 DEGS W AT XX15Z AT FL330. WE REQUESTED AND WERE GIVEN A CLB TO FL340. SOME TIME LATER (I CAN'T LOCATE THE CHART, BUT I DID RPT THE CONFLICT TO SANTA MARIA RADIO GIVING THE TIME AND LOCATION), I NOTICED TFC OFF OUR R WING AND AHEAD OF US. TCASII INDICATED THE TFC WAS AT OUR ALT. AS THE TFC CROSSED IN FRONT OF US TCASII READ APPROX 13 NM. I NOTED THE TIME AND 1 MIN 50 SECONDS LATER, WE CROSSED THE TFC'S CONTRAIL. DISPATCH HAS ASKED SANTA MARIA TO LOOK INTO THE MATTER. THERE WAS EITHER A COM PROB OR AN ERROR IN DETERMINING THE RELATIVE POS OF THE ACFT. I HAVE LOCATED THE CHART ON WHICH I LOGGED THE POS OF THE EVENT AT APPROX XX51Z. THE RPT TO YYX, FO, RADIO WAS MADE AT APPROX XX56Z.

Synopsis :

A B757 WAS CLRED TO CLB TO FL340 IN OCEANIC AIRSPACE. TCASII SHOWED TFC AT SAME ALT 13 NM AHEAD. INCIDENT RPTED TO CTLLING AGENCY.

ACN: 432370

Time

Date : 199903

Day : Wed

Local Time Of Day : 1801 To 2400

Place

State Reference : FO

Altitude.MSL.Bound Lower : 31000

Altitude.MSL.Bound Upper : 3500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : LFFF.ARTCC

Make Model : B727-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Last 90 Days : 125

Experience.Flight Time.Type : 825

ASRS Report : 432370

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance

Narrative :

TOOK OFF FROM NANTES/ATLANTIQUE ENRTE TO BRUXELLES, BELGIUM. SUBSEQUENTLY CLRED LEVEL FL310 EBOUND ON 1-WAY AIRWAY, THENCE CLRED TO FL330. FO FLYING AND WE BOTH HEARD AND READ BACK FL330. THENCE, WERE HANDED OFF TO ANOTHER CTLR WHO QUERIED OUR ALT. HE SPOKE VERY POOR ENGLISH AND I BELIEVE OFFERED US FL350 WHICH WE ACCEPTED AND CLBED TO AND RPTED REACHING. I AM NOT SURE IF HE MEANT ONLY THAT WE WERE AT AN ODD ALT WHEN CRUISING EBOUND ON AN EVEN ONLY AIRWAY (IE, E7) OR IF HE MEANT THAT WE WERE AT AN IMPROPER ALT, BUT WE HAD ACCEPTED FL330 FROM THE PREVIOUS CTLR. NO CONFLICT EXISTED SO I AM SUBMITTING THIS RPT TO DOCUMENT THE OCCURRENCE.

Synopsis :

AN ACR B757-200 OPERATING IN FOREIGN AIRSPACE WAS CLRED TO AN ODD ALT ON A 1-WAY AIRWAY THAT NORMALLY USES ONLY EVEN ALTS.

Time

Date : 199904

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LFPG.Airport

State Reference : FO

Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LFPG.Tower

Make Model : DC-10 30f

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 18250

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 2700

ASRS Report : 432596

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Clearance Delivery

Function.Controller : Ground

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

FO ACKNOWLEDGED AND READ BACK L'AIGLE 8G DEP RWY 9 FROM DEGAULLE CLRNC. CAPT HEARD CONVERSATION AND UNDERSTOOD SAME. ON DEP, BEGAN INITIAL SID TURN AT 8.2 CGN DME TO INTERCEPT CGN 057 DEG RADIAL (CHART 20-3N). 1/2 WAY THROUGH TURN, DEP CLRED US DIRECT TO AMOGA, WHICH WAS NOT ON THE SID OR FLT PLAN. WHEN ASKED, DEP SAID WE WERE CLRED VIA AMOGA 8G SID. MIX-UP WAS DUE ENTIRELY TO FRENCH/ENGLISH LANGUAGE PROB. AMOGA WOULD BE PRONOUNCED L'AMOGA (THE AMOGA) IN FRENCH -- SIMILAR TO L'AIGLE. OF ALL THE EUROPEAN ARPTS, FRANCE DEFINITELY HAS THE BIGGEST LANGUAGE/PHRASEOLOGY PROB. NOT UNCOMMON FOR US TO ASK FOR CLARIFICATION OF A CLRNC 2-3 TIMES BEFORE A CTLR WILL PHONETICALLY SPELL A FIX. ON THIS OCCASION, NO ALTDEVS OCCURRED AND NO OTHER TFC WAS INVOLVED. A WRITTEN PDC WOULD BE A BIG HELP IN FOREIGN COUNTRIES. ALSO, ON ANOTHER TOPIC, THERE IS A PAINFUL LACK OF TXWY MARKINGS AND SIGNS AT CDG. CAUSED A MIX-UP ON TAXI OUT FOR THIS FLT AS WELL. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR CALLED AFTER RETURNING FROM CDG WHERE THE EXACT SCENARIO WAS POTENTIALLY REPEATED WITH THE SIMILAR SOUNDING DEPS AND SOME LACK OF DESIRE TO REPEAT THE CLRNC AGAIN UNTIL THE FLC WAS COMPLETELY SURE OF WHAT THE CLRNC ACTUALLY WAS. THE EXPERIENCE THAT CAUSED THE ORIGINAL RPT MADE THE CREW SLOW DOWN LONG ENOUGH TO INSIST UPON CLARITY OF INTENT RATHER THAN VOTING ON WHAT EVERYONE THOUGHT THEY HEARD.

Synopsis :

DC10-30 AT CDG FLEW WRONG SID.

Time

Date : 199903

Day : Tue

Local Time Of Day : 0601 To 1200

Place

State Reference : FO

Altitude.MSL.Bound Lower : 33000

Altitude.MSL.Bound Upper : 35000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : LFMM.ARTCC

Make Model : Commercial Fixed Wing

Aircraft / 2

Controlling Facilities.ARTCC : LFMM.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 432864

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 20500

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 120

ASRS Report : 432524

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE IN CRUISE AT FL390, WE RECEIVED CLRNC TO DSND TO FL250 TO BE LEVEL IN 5 MINS. I, THE FO, READ BACK THE CLRNC TO THE CTLR. APPROX FL330, THE CTLR ASKED OUR ALT. HE THEN STATED THAT WE WERE ONLY CLRED TO FL350. I TOLD HIM THAT I READ BACK CLRNC TO FL250. THE CTLR SAID TO CLB TO FL350 AND TURN R 20 DEGS. WE STARTED THE CLB TO FL350 AND MADE THE R TURN 20 DEGS WHEN WE RECEIVED A TCASII MESSAGE, 'MAINTAIN VERT SPD.' PROX TO THE ACFT APPEARED TO BE APPROX 5-6 MI BY A VISUAL SIGHTING AND ALSO ON THE TCASII DISPLAY. WE PROCEEDED TO OUR DEST WITHOUT FURTHER INCIDENT. OBVIOUSLY THERE WAS A COM PROB OR PERHAPS A CTLR ERROR. WE HEARD FL250 AND READ BACK FL250 WITHOUT A COMMENT FROM THE CTLR. MAYBE IT IS THE OLD PROB OF AN AMERICAN SPEAKING TO A FRENCH MAN IN ENGLISH AFTER A LONG DAY.

Synopsis :

AN ACR TWIN ENG WDB FLC DSND'D BELOW THEIR ASSIGNED ALT WHEN THEY MISUNDERSTOOD THE CLRNC IN FOREIGN AIRSPACE.

Time

Date : 199904

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : IOW.Airport

State Reference : IA

Altitude.MSL.Bound Lower : 31000

Altitude.MSL.Bound Upper : 35000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZAU.ARTCC

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6000

Experience.Flight Time.Last 90 Days : 230

Experience.Flight Time.Type : 2000

ASRS Report : 432910

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Inflight Encounter : Turbulence

Anomaly.Non Adherence : Clearance

Independent Detector.ATC Equipment.Other ATC Equipment : Radar

Independent Detector.Other.ControllerA : 4

Resolutive Action.Controller : Issued New Clearance

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WHILE AT FL310, WE ENCOUNTERED TURB. ASKED CTLR IF FL330 WAS AVAILABLE FOR A SHORT PERIOD, AND HE SAID NO. THEN ASKED IF FL350 WAS AVAILABLE AND HE SAID YES, BUT HE WOULD HAVE TO GIVE US A RADAR VECTOR FOR TFC SEPARATION. WE CONFERRED ON THIS IN THE COCKPIT, AND THEN SAID THAT WOULD BE FINE AND WE WERE ISSUED A TURN TO A 250 DEG HDG AND WE READ BACK A CLRNC TO FL350. AT FL335 THE CTLR QUERIED US AS TO OUR ALT, AND SAID WE WERE NEVER ISSUED A CLB CLRNC TO FL350. HE SAID THERE WAS NO PROB AND NO CONFLICT AND INSTRUCTED US TO CONTINUE CLB TO FL350. WE (CAPT/FO) HAD SET AND CONFIRMED FL350 IN THE ALT ALERT WHEN WE THOUGHT WE HAD A CLB CLRNC. I THINK THE SIMILAR HDG AND THE SEMANTICS OF THE EXCHANGE BTWN US AND THE CTLR, LED US TO PERCEIVE THAT IF WE TOOK THE HDG, THEN WE HAD A CLRNC TO FL350. WHEN THE CTLR MISSED OUR READBACK OF FL350 (HE WAS BUSY WITH A LOT OF WX DEVS), IT ONLY CONFIRMED OUR BELIEF WE HAD CLRNC.

Synopsis :

ACR FLC MISUNDERSTOOD CLRNC.

ACN: 433173

Time

Date : 199903

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : FO

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : VHHH.TRACON

Make Model : B747-C/F

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 180

ASRS Report : 433173

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Clearance Delivery

Person / 4

Function.Flight Crew : Second Officer

Events

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CLRNC WAS REQUESTED BY CAPT. ALL 3 CREW MEMBERS WERE LISTENING. CLRNC FROM HKG CTLR SOUNDED LIKE ROACH 1 DEP SID, BUT THERE IS ALSO A PERCH 1 SID. NONE OF US COULD UNDERSTAND HIM. THE CAPT HAD HIM CONFIRM THE ROACH 1 SID. AGAIN, THE CTLR SOUNDED LIKE ROACH 1. WE CONCURRED. THE CAPT READ BACK THE CLRNC AS ROACH 1. WE DEPARTED RWY 7R. YOU GUESSED IT. DEP CTL WANTED TO KNOW WHY WE WERE DEVIATING L OF COURSE. HIS CLRNC WAS FOR THE PERCH 1 DEP. THANKFULLY THERE WAS NO DEPARTING TFC OFF RWY 7L. THIS CREW FLIES TO MOST COUNTRIES IN THE WORLD, SO IS USED TO ATC DIALECT PROBS. WHOEVER ALLOWED THE DESIGN OF THIS DEP WITH WAYPOINTS SO SIMILAR TO SLIP THROUGH, SHOULD HAVE TO BE THE ONLY ONE TO SIFT THROUGH THE WRECKAGE OF THE AFTERMATH. GET ONE OF THE NAMES CHANGED!

Synopsis :

AN EXPERIENCED B747 FLC HAD DIFFICULTIES UNDERSTANDING VHHH CLRNC DELIVERY AND FLEW THE WRONG DEP. A DEP THAT COULD HAVE CONFLICTED WITH A DEP FROM THE PARALLEL RWY.

Time

Date : 199904

Day : Mon

Local Time Of Day : 0601 To 1200

Place

State Reference : OH

Altitude.MSL.Single Value : 29000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOB.ARTCC

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 5000

ASRS Report : 433532

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

OUR ARR FILED AND CLRED WAS, VWV. WAKEM 2 TO CLE. ABOUT OVER VWV, WE RECEIVED THE FOLLOWING CLRNC: 'XXXXX, CLRED TO WAKEM, ADVISE WHEN READY TO COPY HOLDING INSTRUCTIONS.' WE REPLIED: 'ROGER, DIRECT WAKEM, READY TO COPY.' 1/2 WAY TO WAKEM IT BECAME CLR THAT CTLR HAD INTENDED FOR US TO FLY ARR ROUTING VWV DIRECT ELIJA DIRECT WAKEM, NOT DIRECT. THIS WAS A CLASSIC CASE OF INCORRECT 'HEARBACK' NOT CATCHING A MISCOM. VERY INTERESTING NOTE: EXACTLY 1 WK LATER, SAME FLT, SAME SPOT (VWV), DIFFERENT CLR, WE WERE TOLD: 'XXXXX, YOUR CLRNC LIMIT IS NOW WAKEM, EXPECT HOLDING.' A MUCH CLRRER WAY TO EXPRESS THE SAME THOUGHT!

Synopsis :

FLC MISUNDERSTOOD ATC CLRNC.

Time

Date : 199904

Day : Sun

Local Time Of Day : 1801 To 2400

Place

State Reference : OH

Altitude.MSL.Bound Lower : 8000

Altitude.MSL.Bound Upper : 12000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : DAY.TRACON

Make Model : B737-300

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 3000

ASRS Report : 433680

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON DEP FROM DAY ARPT VIA VECTORS, DAY 3 DEP, WE WERE GIVEN 210 DEG HDG (APPROX) TO INTERCEPT CVG 004 DEG RADIAL. I UNDERSTOOD AND READ BACK '204 DEG RADIAL.' HDG ASSIGNMENT DID NOT WORK FOR A 204 DEG RADIAL, SO, THINKING THE CTRLR HAD GIVEN US THE HDG LATE, WE TURNED TO 180 DEG HDG TO INTERCEPT. ONCE SWITCHED TO CTR, THEY ASKED IF WE WERE ASSIGNED THAT HDG AND THE MISCOM ERROR BECAME EVIDENT. CTR KEPT US ON THAT HDG UNTIL CLRED DIRECT DOWN THE ROAD. ORIGINAL MISUNDERSTANDING (204 DEGS VERSUS 004 DEGS) COMPOUNDED BY FMC NAV PAGE WHICH SHOWED 204 DEGS INBOUND TO CVG -- SEEMED TO CONFIRM MISUNDERSTOOD CLRNC. SOLUTION: IF CLRNC DOESN'T MAKE SENSE, IMMEDIATELY QUESTION IT. DON'T TRY TO MAKE IT WORK OR LET A COINCIDENTAL NAV INDICATION CONFIRM A SUSPICIOUS CLRNC.

Synopsis :

AN ACR FLC FLYING B737-300 FROM DAY READ BACK THE WRONG HDG INSTRUCTIONS TO ATC RESULTING IN A TRACK DEV.

ACN: 434090

Time

Date : 199904

Day : Wed

Local Time Of Day : 1801 To 2400

Place

State Reference : AK

Altitude.MSL.Bound Lower : 10600

Altitude.MSL.Bound Upper : 11000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZME.ARTCC

Make Model : Medium Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 1600

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 10

ASRS Report : 434090

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12500

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 1000

ASRS Report : 434419

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ATC CLRED OUR FLT TO 10000 FT (DSCNT), WHICH THE CAPT (PNF) READ BACK. ALT WAS SET IN ALT PRESET AND DSCNT WAS INITIATED. PASSING 10600 FT MSL, ATC ASKED 'WHAT ALT ARE YOU GOING TO?' I REPLIED TO ATC BECAUSE CAPT WAS TALKING TO OPS AT THE TIME. I STATED THAT WE WERE CLRED TO 10000 FT. ATC SAID HE HAD CLRED US TO 11000 FT. HE SAID TO CONTINUE OUR DSCNT TO 6000 FT. I WAS COMPLETING MY FIRST TRIP ON IOE.

Synopsis :

AN ACR FLC FLYING CRJ NEAR XNA DSNDED BELOW THE ALT CLRED BY ATC.

Time

Date : 199904
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CLT.Airport
State Reference : NC
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : CLT.TRACON
Make Model : DC-9 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.TRACON : CLT.TRACON
Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 18000
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 5000
ASRS Report : 434750

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 14000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 3000
ASRS Report : 435015

Person / 3

Function.Controller : Approach

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport
Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative :

WHEN HANDED OVER FROM ZTL TO CLT APCH (ON MAGIC 9 STAR) WE WERE ADVISED THAT OUR RWY ASSIGNMENT WAS RWY 36L. WE WERE CLRED FOR A VISUAL APCH TO RWY 36R. WE ADVISED CTLR THAT WE WERE TOLD (APPROX 35 MI OUT) TO EXPECT RWY 36L. CTLR THEN CLRED US AGAIN FOR VISUAL TO RWY 36R. WE LANDED UNEVENTFULLY ON RWY 36R. THE TFC AHEAD OF US APPEARED TO BE SWITCHED TO RWY 36L. THERE SEEMED TO BE A MISCOM BTWN THE INITIAL AND FINAL CTLRS WITH REGARD TO OUR RWY ASSIGNMENT. WE WERE THEN ROUTINELY REASSIGNED THE RIGHT RWY, BUT NOT WITHOUT THE TFC IN FRONT OF US XING APPROX 1 MI AHEAD. (I BELIEVE THAT FLT MAY HAVE THOUGHT THEY HAD THE R RWY AS THEIR ASSIGNMENT.)

Synopsis :

DC9 FLC RECEIVES CONFLICTING LNDG CLRNC AT CLT.

Time

Date : 199904

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PTK.Airport

State Reference : MI

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : D21.TRACON

Controlling Facilities.Tower : PTK.Tower

Make Model : Citation I/SP

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 3700

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 50

ASRS Report : 435258

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Investigated

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE CAPT CALLED CLRNC DELIVERY AND REQUESTED THE IFR CLRNC TO ERIE. THE CTLR READ THE CLRNC, THE CAPT READ BACK WHAT HE HEARD, 'CLRED TO ERIE VIA THE 8 DEP DIRECT TYCOB DIRECT, CLB AND MAINTAIN 3000 FT, EXPECT FL190 10 MINS AFTER DEP, DEP FREQ 124.9, SQUAWK XXXX.' THE CLRNC CTLR REPLIED 'READBACK CORRECT.' GND WAS CALLED AND WE WERE TOLD TO TAXI TO RWY 27L. TWR WAS CALLED, 'THEY REPLIED RWY 27L CLRED FOR TKOF.' WE FOLLOWED THE SID WHICH SAID RWY HDG TO 1400 FT BEFORE TURNING. AT 1400 FT WE TURNED TO TYCOB BECAUSE NO HDG WAS ASSIGNED AND THE SID SAID 'THEN PROCEED TO THE ASSIGNED DEP FIX.' THIS WAS TYCOB WHICH WAS A 126 DEG BEARING. SHORTLY AFTER THE PONTIAC TWR CALLED AND ASKED IF WE WERE ON FREQ, THE CAPT REPLIED YES. THE TWR CTLR SAID I GAVE YOU RWY HDG. HE THEN GAVE US A 090 DEG HDG AND POINTED OUT TFC. LATER THE DETROIT DEP CTLR ADVISED 'POSSIBLE PLTDEV CALL THIS PHONE NUMBER.' THE SUPVR AT THE TRACON TOLD THE CAPT AS FAR AS HE WAS CONCERNED WE DID NOTHING WRONG AND THEY DID NOTHING WRONG AND HE HAD REQUESTED THE TAPES. AT XA00 ON APR/XA/99 THE PONTIAC TWR SUPVR CALLED THE CAPT AND SAID THAT HE REVIEWED THE TAPES AND THAT OUR CLRNC WAS RADAR VECTORS RWY HDG THE PONTIAC 8 DEP. HE ALSO CONFIRMED THAT THE CAPT MISHEARD AND READ BACK THE CLRNC INCORRECTLY AND THE CLRNC CTLR DID NOT CATCH IT AND CORRECT IT. HIS REPLY WAS SHAME ON US (MEANING ATC). HE CONFIRMED THAT THE TWR CTLR DID NOT ASSIGN A HDG AND THAT WE NEVER ACKNOWLEDGED A HDG AND THAT HE COULD SEE WHY HE DID WHAT WE DID. THE SUPVR SAID THAT 3 TWR SUPVRS HAD REVIEWED THE SID AND SAID THERE WAS A PROB WITH IT. THE TWR KNOWS WHY IT IS RWY HDG TO 1400 FT, THE PLTS DON'T. IT WAS ALSO INDICATED BY THE SUPVR THIS HAS BEEN A PROB IN THE PAST WITH OTHER ACFT. HE SAID THAT BECAUSE IT WAS A CLR DAY AND THEY HAD BOTH ACFT IN SIGHT IT WAS NOT A PROB, BUT IT SET OFF AN ALARM SO PAPERWORK WAS SENT. I FEEL THAT THE CAUSE OF THIS WAS A CHAIN OF EVENTS THAT STARTED WITH THE CLRNC BEING READ BACK INCORRECTLY AND THEN NOT BEING CORRECTED. THE TWR CTLR NOT ASSIGNING THE HDG, AND THE WAY THE SID IS WRITTEN. WE FOLLOWED WHAT WE BELIEVED TO BE OUR CLRNC (THE CLRNC WE READ BACK AND WERE TOLD WAS CORRECT) AND THE SID. I FEEL THIS IS A DANGEROUS AND UNSAFE SIT NOT BECAUSE OF THE HUMAN ERRORS BUT BECAUSE OF THE SID. WHAT WOULD HAPPEN IN THIS SIT DURING LOST COMS DURING IMC? I AM VERY CONCERNED WITH THIS SIT AND FEEL IT SHOULD BE DEALT WITH IMMEDIATELY, OR BETTER YET, WHY HAS IT NOT BEEN DEALT WITH ALREADY IF THERE HAVE BEEN PROBS IN THE PAST?

Synopsis :

A CE501 FLC DEVIATED FROM THE SID AT PTK ENRTE TO ERI.

Time

Date : 199904

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : IL

Altitude.MSL.Bound Lower : 10000

Altitude.MSL.Bound Upper : 17000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAU.ARTCC

Make Model : SF 340a

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5000

Experience.Flight Time.Last 90 Days : 270

Experience.Flight Time.Type : 2000

ASRS Report : 435550

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolutive Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

IT WAS THE FO'S 3RD DAY OF IOE. IT WAS ALSO HIS LEG OF THE TRIP. I LEFT OUR PRIMARY FREQ TO LET OUR COMPANY KNOW THAT WE WERE IN RANGE TO PEORIA. WHEN I RETURNED, THE FO TOLD ME THAT WE WERE GIVEN A CLRNC TO DSND FROM 17000 FT TO 7000 FT MSL. HE WAS NOT 100% SURE FOR SOME REASON, SO WE CLARIFIED THE CLRNC TO 7000 FT. ATC RESPONDED WITH A 'ROGER.' UNKNOWN TO ME, THE CLRNC WAS ACTUALLY PLT'S DISCRETION TO 13000 FT. AS WE DSND'D BELOW 10000 FT, ZAU ADVISED US TO STOP AT 10000 FT AND ASKED US WHAT WE WERE DOING. I THINK SOME OF THE CONTRIBUTING FACTORS WERE: 1) FO WAS NEW AND INEXPERIENCED. 2) ZAU CTLR WAS WORKING MORE THAN 1 FREQ. 3) MY TRUSTING THE ABILITY OF A NEW PLT. I WILL BE MUCH MORE VIGILANT IN THE FUTURE.

Synopsis :

ALTDEV OVERSHOOT.

Time

Date : 199904

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ZOB.ARTCC

State Reference : OH

Altitude.MSL.Bound Lower : 19000

Altitude.MSL.Bound Upper : 27000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOB.ARTCC

Make Model : Learjet 31

Aircraft / 2

Controlling Facilities.ARTCC : ZOB.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 3700

Experience.Flight Time.Last 90 Days : 90

Experience.Flight Time.Type : 750

ASRS Report : 435953

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 4

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ACTING AS SIC ON A LEAR JET 31A ENRTE FROM CLEVELAND, OH, TO NORFOLK, VA, OUR ACFT WAS GIVEN A DSCNT FROM ZOB TO FL190. ONLY AFTER 3 FREQ CHANGES TO ZDC AND AT LAST 150 MI LATER THAT WE WERE FIRST MADE AWARE THAT WE WERE AT THE WRONG ALT. ZDC GAVE US THE PHONE NUMBER OF ZOB AND A PHONE CALL WAS SUBSEQUENTLY MADE UPON ARR IN NORFOLK. APPARENTLY WE TOOK A DSCNT CLRNC FROM ANOTHER ACFT WITH A SIMILAR CALL SIGN AND THEN TOOK THAT ACFT'S FREQ CHANGE SOON THEREAFTER. THERE WAS SOME MISUNDERSTANDING BTWN CTLRS AND WE CONTINUED OUR DSCNT, UNAWARE OF THE PROB. I BELIEVE THIS IS A CLASSIC EXAMPLE OF PLT/CTLR MISCOM. FACTORS AFFECTING THE PROB WERE MAX COCKPIT WIND NOISE AT FL270 IN THE LEAR JET, AND FREQ CONGESTION. ALSO THE BEGINNING OF THE CALL SIGN WAS PERHAPS CLIPPED OFF AS THE CTLR KEYED HIS MIKE. I ALSO BELIEVE WE SHOULD HAVE BEEN MADE AWARE OF SIMILAR CALL SIGNS ON THE SAME FREQ. THIS WOULD HAVE ALERTED BOTH FLCs OF A POTENTIAL COM CONFLICT. IN THE FUTURE, I WILL BE MORE AWARE OF PROBS STEMMING FROM SIMILAR CALL SIGNS.

Synopsis :

A CPR LJ31 FLC DSNDND IN RESPONSE TO ANOTHER ACFT'S CLRNC AND LATER ACCEPTED A FREQ CHANGE INTENDED FOR THAT SAME ACFT.

Time

Date : 199905

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ROC.Airport

State Reference : NY

Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : ROC.TRACON

Make Model : Bonanza 36

Component / 1

Aircraft Component : Air/Ground Communication

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Instruction : Instructor

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 16500

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 200

ASRS Report : 436058

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued Alert

Resolatory Action.Other : Reset Radio Freq.

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

INST TRAINING FLT FOR INST PROFICIENCY CHK. ON A VECTOR FOR ILS RWY 28, CIRCLE TO LAND RWY 25, HANDED OFF TO ROC APCH. ESTABLISHED COM AND RESPONDED TO SOME TA'S. AFTER A FEW MINS, I GOT CONCERNED BECAUSE OF LACK OF RADIO TFC. THE AIRPLANE HAD PRETTY FANCY RADIOS, INCLUDING ONE THAT STORED UP TO 4 FREQS. APPARENTLY, WHILE SETTING UP RADIOS FOR THE ILS APCH, THE CTLR FREQ GOT KNOCKED OFF. UPON RESTORING IT, THE STUDENT PROMPTLY ANNOUNCED TO THE CTLR THAT WE HAD BEEN OFF THE FREQ FOR A WHILE. THIS RESULTED IN A LECTURE FROM THE CTLR ABOUT TRYING TO CALL US FOR THE LAST 15 MI TO WARN US ABOUT TFC, DON'T EVER LEAVE FREQ WITHOUT PERMISSION. UNFORTUNATELY, MY XMISSION CAPABILITY WOULD NOT WORK, SO THE STUDENT, WHO WAS PRETTY SLOW IN TALKING, WAS HAVING TO DO ALL THE TALKING. THE CTLR WAS GETTING MORE UNHAPPY AND BY THE TIME WE WERE HANDED OFF TO THE TWR, SHE WAS SPEAKING SLOWLY, LOUDLY AND ENUNCIATING HER INSTRUCTIONS VERY CAREFULLY. WE WERE WRONG IN NOT CATCHING THE FACT THAT THE FREQ WAS SET WRONG. MY ERROR WAS NOT HAVING SOME MEANS TO XMIT DIRECTLY AND NOT HAVE TO PROMPT STUDENT ON FIRST IFR PRACTICE FLT.

Synopsis :

DURING AN INST TRAINING FLT IN A BEECH 36, THE COM FREQ WAS ACCIDENTALLY KNOCKED OFF SETTING AT THE BEGINNING OF AN ILS APCH CAUSING A BREAK IN 2-WAY COM WITH APCH CTL.

Time

Date : 199905

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MMTJ.Airport

State Reference : FO

Altitude.MSL.Bound Lower : 13000

Altitude.MSL.Bound Upper : 14000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : MMTJ.TRACON

Make Model : Commercial Fixed Wing

Aircraft / 2

Controlling Facilities.TRACON : MMTJ.TRACON

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 17000

Experience.Flight Time.Last 90 Days : 270

Experience.Flight Time.Type : 3000

ASRS Report : 436123

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ON DSCNT TO SAN, LEVEL AT 14000 FT, TFC WAS CALLED AT 10 O'CLOCK, LEVELING AT 13000 FT. WE GOT VISUAL ON THE B727. I WATCHED THE TCASII FOR THE LEVELOFF AT 13000 FT. HE KEPT CLBING. I TURNED L TO GO BEHIND HIM. AFTER THIS, WE GOT AN RA TO CLB. WE CLBED PER THE TCASII. THE B727 PASSED TO THE R SIDE AND WENT OFF THE TCASII, SHOWING 300 FT AND ABOUT 1/2 MI. ATC WAS TOLD ABOUT THE RA AND THE B727 NOT LEVELING. THERE WAS A LOT OF RADIO CONVERSATION IN SPANISH. THE CTLR SAID THERE WAS A MISUNDERSTANDING WITH THE PLT. IT WAS GOOD WE WERE VFR OTHERWISE THE TCASII WOULD HAVE GIVEN US EVEN LESS TIME TO REACT.

Synopsis :

A UNITED STATES ACR DODGES A FOREIGN B727 WHICH HAD CLBED ABOVE ITS ASSIGNED ALT SE OF TIJ, FO.

Time

Date : 199904

Day : Fri

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ROC.Airport

State Reference : NY

Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ROC.Tower

Make Model : Small Transport, Low Wing, 2 Turboprop Eng

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 4000

Experience.Flight Time.Last 90 Days : 175

Experience.Flight Time.Type : 1900

ASRS Report : 436260

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly : Unstabilized Approach

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON APCH TO ROC, BOTH THE COPLT AND I HAD THE BEACON IN SIGHT AT APPROX 20 MI OUT. WE WERE RECEIVING VECTORS FOR THE VISUAL APCH TO RWY 4. I, AS THE PNF, TUNED AND IDENTED THE ILS FOR RWY 4. AT APPROX 15 MI OUT WE THOUGHT WE HAD THE RWY IN SIGHT, AND THE LOC CONFIRMED WHAT WE SAW. WE CALLED THE RWY IN SIGHT AND WERE CLRED FOR A VISUAL TO RWY 4. AT APPROX 10 MI OUT WE REALIZED WE WERE LINED UP ON A HWY WITH STREET LIGHTS ON BOTH SIDES. I ASKED THE CTLR TO RECOMMEND A HDG. HE SAID FLY HDG 140 DEGS UNTIL RWY 4 IS IN SIGHT. THE COPLT TURNED TO 140 DEGS AND I QUICKLY FOUND RWY 4. MY EYES WERE COMPLETELY OUTSIDE THE COCKPIT. I LOOKED INSIDE AND SAW THAT THE COPLT WAS NO LONGER ON HDG 140 DEGS. AS I WAS REACHING FOR THE PUSH-TO-TALK BUTTON TO CALL RWY 4 IN SIGHT, THE CTLR ASKED IF WE WERE STILL ON 140 DEGS. I CALLED THE FIELD IN SIGHT, AND BEGAN SCOLDING THE COPLT FOR NOT FLYING HDG 140 DEGS. AS I WAS SCOLDING THE COPLT, THE CTLR BEGAN SCOLDING US FOR NOT STAYING ON HDG. IN A POSTFLT CREW DEBRIEF, THE COPLT THOUGHT I HAD ASKED THE CTLR TO 'SUGGEST' A HDG, AND I ALSO THOUGHT THAT IS WHAT I HAD ASKED FOR. SHE ALSO ASSUMED WE WERE STILL CLRED FOR THE VISUAL APCH. THERE WAS A BREAKDOWN IN COM BTWN THE 3 PEOPLE INVOLVED (CAPT, COPLT, CTLR). WHEN I ASKED HIM TO SUGGEST A HDG, I SHOULD HAVE CLARIFIED IF IT WAS A VECTOR OR A SUGGESTION, ALSO, WERE WE STILL CLRED FOR THE VISUAL OR WAS THAT RESCINDED WHEN WE REALIZED WE WERE LINED UP ON A HWY? THE HWY THAT CLOSE TO THE RWY, ALONG WITH THE ERRONEOUS LOC SIGNALS WERE MAJOR FACTORS.

Synopsis :

CARGO FLT ON APCH ON VECTORS TO FINAL APCH HAS INCORRECT LOC INFO AND IS LINED UP WITH A HWY. THEY REQUEST HDG FROM TWR BUT MISCOM OCCURS AND CTLR CORRECTS THEIR HDG.

Time

Date : 199905

Day : Wed

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ELN.Airport

State Reference : WA

Altitude.MSL.Single Value : 15000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZSE.ARTCC

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10200

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 3200

ASRS Report : 437010

Person / 2

Function.Instruction : Trainee

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Company

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

THE PROB: OUR CLRNC FROM BFI TO YKM WAS VIA V298. WE MISSED THE TURN IN THE AIRWAY AT BEEZR INTXN. THE CAUSE: I WAS THE CAPT ON A 2 PLT FLT AND UNFAMILIAR WITH THE RTE. I WAS FLYING, RELYING ON THE FO TO COMMUNICATE AND NAV. SHE HAD FLOWN THE RTE PRIOR TO THIS DAY. THE RESPONSIBILITY: TOTALLY MINE. I SHOULD HAVE VERIFIED THE NAV, ESPECIALLY AFTER ATC SAID WE WERE E OF COURSE. THE LESSON: THE COMPANY I FLY FOR SELLS THE FO SEAT TO FOREIGN PLTS. WHILE THIS IS A COMMON PRACTICE, REALLY BENEFITING ALL PARTIES INVOLVED, CARE NEEDS TO BE TAKEN BY THE CAPT OF SUCH FLTS. VISUALLY THESE FO'S (STUDENTS, REALLY) COME INTO OUR PROGRAM VERY HIGH IN KNOWLEDGE (FOREIGN GND TRAINING TENDS TO BE MUCH MORE INTENSE) AND VERY LOW IN EXPERIENCE -- USUALLY 300-400 HRS TOTAL TIME. THE LOW EXPERIENCE FACTOR CAN BECOME A PROB, AS ILLUSTRATED IN THIS SIT.

Synopsis :

ATX ACFT MISSED TURN AS DEPICTED ON CHARTS AND CLRNC NEAR ELN.

ACN: 437030

Time

Date : 199905

Day : Mon

Local Time Of Day : 1201 To 1800

Place

State Reference : TX

Altitude.MSL.Bound Lower : 8500

Altitude.MSL.Bound Upper : 9000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : BPT.TRACON

Make Model : ATR 42

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3400

Experience.Flight Time.Last 90 Days : 190

Experience.Flight Time.Type : 1200

ASRS Report : 437030

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 4

Resolutive Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE GIVEN A CLRNC TO 'CROSS IAH ARR SMITH INTXN AT 8000 FT.' DURING OUR DSCNT WE WERE GIVEN 'PLT'S DISCRETION TO 9000 FT' AND WHAT WE UNDERSTOOD AS 'CROSS SMITH AT 8000 FT.' WE VISUALLY NOTICED TFC AND SLOWED OUR DSCNT RATE AND WHEN CLR OF TFC WE CONTINUED DOWN TO 8000 FT. PASSING 8500 FT ATC QUERIED ABOUT OUR ALT AND INFORMED US THAT WE WERE TO MAINTAIN 9000 FT AND EXPECT SMITH AT 8000 FT BECAUSE OF TFC BELOW US. WE RPTD THE TFC IN SIGHT AND ATC CLRED US FROM OUR POS OF 8500 FT TO 8000 FT. WE RECEIVED NO TCASII ALERT NOR DID WE RECEIVE A GPWS ALERT. CONTRIBUTING FACTORS TO MISUNDERSTANDING OF ALT ASSIGNMENT COULD BE HIGH VOLUME OF ATC TFC COMMANDS WITH OTHER ACFT RESULTING IN AN INADVERTENT CLRNC OR A MISCOM ON BEHALF OF THE FLC WITH ATC DUE TO ACCOMPLISHING REQUIRED CHKLISTS AND DUTIES REQUIRED FOR ARR PHASE. SAFETY OF FLT WAS NOT COMPROMISED AS THE WX CONDITIONS WERE VMC, AND THE CONFLICTING ACFT WAS IDENTED BOTH ON TCASII AND VISUALLY.

Synopsis :

AN ATR42 FLC DSNDDED BELOW ASSIGNED ALT.

Time

Date : 199905

Day : Tue

Local Time Of Day : 0601 To 1200

Place

State Reference : ON

Altitude.MSL.Bound Lower : 7000

Altitude.MSL.Bound Upper : 9000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 5600

ASRS Report : 437530

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 150

ASRS Report : 437551

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AT 10000 FT APCHING TORONTO, WAS GIVEN DSCNT TO 9000 FT. THOUGHT CTLR SAID 5000 FT SO READ BACK 5000 FT AND SET 5000 FT IN ALT ALERTER. DSNDING THROUGH 7000 FT, CTLR ASKED WHAT ALT WE WERE DSNDING TO AND WE WERE NOW CLRED TO 4000 FT. I SAID WE WERE ORIGINALLY DSNDING TO 5000 FT AND WERE NOW CONTINUING TO 4000 FT.

Synopsis :

A FLC FAILED TO MAINTAIN ASSIGNED ALT ON DSCNT INTO YYZ.

Time

Date : 199905

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HECA.Airport

State Reference : FO

Altitude.MSL.Bound Lower : 180

Altitude.MSL.Bound Upper : 210

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : HECC.ARTCC

Make Model : DC-8 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4500

Experience.Flight Time.Last 90 Days : 140

Experience.Flight Time.Type : 1800

ASRS Report : 437838

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 9100

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 7500

ASRS Report : 437971

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Separated Traffic

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Narrative :

CAIRO CENTER HAD CLRED US TO DSND FL210. DURING THE DSCNT AT APPROX FL235 CTR SAID 'DSND AND MAINTAIN FL120. I SET THE ALT IN THE ALERTER, THE CAPT AND ENGINEER BOTH RESPONDED. AT APPROX FL180 CAIRO CTR TOLD US TO 'CLB, CLB FL210' THEN STOP CLB FL200 THEN AGAIN CLB FL210. WE DID ALL THIS. I FEEL THAT DUE TO DIFFICULTY COMMUNICATING IN ENGLISH THAT THIS CTLR REVERSED THE NUMBERS IN HIS CLRNC, INTENDING TO SAY FL210 HE SAID FL120 AND DIDN'T CATCH MY READBACK. SUPPLEMENTAL INFO FROM ACN 437971: CAIRO RADIOS ARE POOR AND ACCENTS ADDED TO SIT.

Synopsis :

A DSNDING DC8 FREIGHTER IS CLRED IN ERROR TO FL120 VERSUS FL210, N OF HECA, FO.

Time

Date : 199905

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : FO

Altitude.MSL.Bound Lower : 4000

Altitude.MSL.Bound Upper : 6000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : MDSD.ARTCC

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5500

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 1350

ASRS Report : 437900

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

APCHING ANTEX, ZSU HANDED US TO SANTO DOMINGO CTR, AT THIS TIME APPROX 7 NM FROM ANTEX DEVIATING TO THE N FOR WX. ON INITIAL CONTACT WE HEARD 'DIRECT TO PUNTA CANA, DSND 4000 FT, REACHING VOR CLRED VOR 9 APCH.' THIS IS WHAT I READ BACK. AT ABOUT 10 NM FROM PUNTA CANA, SANTO DOMINGO QUESTIONED OUR ALT. WE WERE NOW APCHING 4000 FT AND SAID WE WERE NOT CLRED TO DSND UNTIL REACHING ANTEX. SINCE WE WERE DEVIATING FOR WX, WE WERE NOT NAVING TO ANTEX, SO EVEN IF THIS WAS THE CLRNC IT WOULD NOT HAVE BEEN POSSIBLE. THE FACTORS I SEE CONTRIBUTING TO THIS ARE THE LANGUAGE PROBS TALKING TO SANTO DOMINGO CTR AND ALSO THEY DON'T SEEM TO PAY ANY ATTN TO YOUR READBACK -- BE IT RIGHT OR WRONG.

Synopsis :

AN ACR TURBOPROP LEAVES ITS ASSIGNED ALT AFTER A CLRNC READBACK BUT IS CHALLENGED BY CTR CTLR FOR DOING SO.

Time

Date : 199905

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : GA

Altitude.MSL.Bound Lower : 12000

Altitude.MSL.Bound Upper : 13000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZTL.ARTCC

Controlling Facilities.TRACON : ATL.TRACON

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 250

ASRS Report : 438127

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

Person / 5

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Assigned Airspace

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

IN A DSCNT FROM FL260 TO FL240, ZTL ISSUED WHAT I THOUGHT WAS THE FOLLOWING CLRNC: 'ACR X, DSND TO FL240, CROSS WOMAC AT 12000 FT, 250 KTS, ATLANTA ALTIMETER 30.00.' I SET 12000 FT AND 30.00 IN THE ALT ALERT AND POINTED WITH COMPANY COCKPIT PROCS. I CALCULATED THE DSCNT RATE TO CROSS 40 DME AT 12000 FT AND ESTABLISHED THAT DSCNT RATE. THE 250 KT RESTR WAS SUBSEQUENTLY DELETED. AT 12100 FT AND 41 DME, ATL APCH INQUIRED ABOUT WOMAC AND 13000 FT ASSIGNED. I IMMEDIATELY CLBED TO 13000 FT. THE REMAINING APCH AND LNDG AT ATL WAS UNEVENTFUL.

Synopsis :

B727 MISCOM WITH ATC CLRNC DSND 1000 FT BEYOND DISPUTED CLRNC ALT.

Time

Date : 199905

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : ZID.ARTCC

State Reference : IN

Altitude.MSL.Bound Lower : 24000

Altitude.MSL.Bound Upper : 33000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZID.ARTCC

Make Model : B737-200

Component / 1

Aircraft Component : Cockpit Window

Aircraft Reference : X

Problem : Failed

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 16000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 200

ASRS Report : 438376

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Problem Areas : ATC Human Performance

Problem Areas : Company

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

FO'S #1 OUTER WINDOW PANE CRACKED AT CRUISE ALT. APPLICABLE CHKLIST WAS ACCOMPLISHED PER PROC. AS A PRECAUTION, I REQUESTED AND WAS GIVEN A LOWER CRUISE ALT. AT THIS POINT, I CASUALLY INFORMED ATC THAT THE REASON FOR THE DSCNT WAS THE CRACKED WINDOW. I NEVER REQUESTED PRIORITY HANDLING, NOR DID I DECLARE AN EMER. LATER DURING THE FLT, ATC REQUESTED MY FUEL AND NUMBER OF SOULS ON BOARD. I COMPLIED WITH THE REQUESTS AND NOTIFIED ATC THAT EVERYTHING WAS NORMAL AND THAT I NEEDED NO ASSISTANCE. ABOUT 1 HR AFTER LNDG, I WAS PAGED BY MY DISPATCHER WHO INFORMED ME THAT THE FAA PRESUMED THAT I HAD DECLARED AN EMER. I TOLD HIM THAT I HAD NOT AND, IN FACT, NEVER USED THE WORD 'EMER' ON THE RADIO. I THEN CONTACTED MY CHIEF PLT AND INFORMED HIM OF THE SIT. IT IS MY OPINION THAT IF ATC BELIEVES THAT AN EMER EXISTS, THE CTLR (AT LEAST ONE OF THEM) SHOULD VERIFY THIS FACT WITH THE FLC. THIS WAS A PURE CASE OF IMPROPER ASSUMPTION AND MISCOM.

Synopsis :

ATC DECLARES AN EMER FOR A B737-200 FLT THAT SIMPLY WANTED LOWER ALT TO CONFORM TO THE REQUIREMENTS OF THE CHKLIST FOR A CRACKED OUTER FO'S WINDOW.

Time

Date : 199906
Day : Wed
Local Time Of Day : 1801 To 2400

Place

State Reference : PA
Altitude.MSL.Single Value : 27000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZNY.ARTCC
Make Model : B727-200

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 7000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 2000
ASRS Report : 440334

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative :

DURING DEP FROM PHL, WE WERE FLYING DIRECT TO MXE VOR, IN OUR CLB. OUR DEST OF ATL HAD SOME AIRSPACE PROBS, THEREFORE WE WERE TOLD TO EXPECT HOLDING NEAR MXE VOR. ALL 3 OF US WERE READY WHEN THE DEP CTLR READ US THE HOLDING INSTRUCTIONS. THE CTLR WAS USING SOME NONSTANDARD TERMINOLOGY AND ALL 3 OF US WERE UNCLR AS TO WHERE TO HOLD (CTLR HAD MENTIONED MXE 278 DEG RADIAL AND 10 DME FIX). THE CAPT ASKED, 'WHAT IS THE HOLDING FIX?' THE CTLR ANSWERED, 'MXE VOR.' CTLR SAID 'HOLD W MXE 278 DEG RADIAL, L TURNS.' AS I CROSSED VOR AND TURNED R ON A TEARDROP ENTRY, THE CTLR CALLED BACK AND SAID WE WERE ON THE WRONG SIDE OF VOR AND GAVE US VECTORS THE REST OF THE TIME IN HIS AIRSPACE.

Synopsis :

NONSTANDARD PHRASEOLOGY BY ATC LEADS TO CONFUSION REGARDING HOLD BY B727 AT MXE.

Time

Date : 199907

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : RJTG.ARTCC

State Reference : FO

Altitude.MSL.Bound Lower : 14000

Altitude.MSL.Bound Upper : 18000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : RJTG.ARTCC

Make Model : DC-10 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.ARTCC : RJTG.ARTCC

Make Model : B747 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 1400

ASRS Report : 441690

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 600

ASRS Report : 443242

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Controller : Radar

Person / 5

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Conflict : Airborne Less Severe

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Other : Turned to Avoid WX

Supplementary

Problem Areas : ATC Facility

Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

ON CLBOUT FROM RWY 24 KIX SID PROCEEDS TO TME, GBE, KEC. TSTM 10-15 MI WIDE XING SID PATH NEAR GBE, 150 MI LONG. INITIAL ALT CLRNC 12000 FT THEN FL210. REQUESTED DEV S FOR WX FROM TOKYO CTR. PASSING 12000 FT, NO RESPONSE. REQUESTED AGAIN, NO RESPONSE. TOLD FO TO INFORM CTR WE WERE TURNING S FOR WX. NO ACKNOWLEDGEMENT OF HDG. ALT RESTR TO FL180, THEN FL160. TCASII TA FOR TFC TO E, STOPPED WHEN WE LEVELED OFF. TFC ACR Y B747 AT FL170 IN SIGHT, NO RA OR CONFLICT. WENT APPROX 100 MI S OF SID TRACK TO CLR WX. NEXT CTLR ASKED WHEN COULD WE TURN E. 25 MI LATER WE DID, AND WERE GIVEN CLB AND DIRECT MGE. NO QUESTIONS ABOUT DEV. NEXT CTLR ASKED IF WE HAD PERMISSION TO DEVIATE. I EXPLAINED ABOUT THE LACK OF RESPONSE TO OUT REQUESTS, AND THAT THERE WAS NO CONFLICT WITH THE 747. CONVERSATION ENDED. I'M NOT SURE IF HE WAS SATISFIED. OFTENTIMES, JAPANESE CTLRS SOLVE THEIR PROBS BY REMAINING SILENT, AS THIS TYPE OF THING HAS HAPPENED BEFORE. BUT I FEEL MY DECISION WAS THE CORRECT ONE.

Synopsis :

RPTR'S ACFT X DEVIATED AROUND WX BECAUSE OF NO RESPONSE FROM ATC. RECEIVED A TCASII ALERT, STOPPED CLB BELOW ACFT Y.

Time

Date : 199907

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Altitude.MSL.Bound Lower : 5000

Altitude.MSL.Bound Upper : 11000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : DCA.TRACON

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14500

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 3200

ASRS Report : 441825

Person / 2

Function.Flight Crew : Second Officer

Experience.Flight Time.Total : 6300

Experience.Flight Time.Last 90 Days : 0

Experience.Flight Time.Type : 0

ASRS Report : 442020

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Undershoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE FOLLOWING THE NOISE ABATEMENT PROC AFTER DEP FROM DCA CLBING TO 5000 FT. AT 3000 FT WE WERE COMMANDED BY ATC TO 'EXPEDITE CLB.' LATER AFTER LEVELING AT 5000 FT, ATC STATED THAT HE HAD EARLIER COMMANDED US TO 'EXPEDITE CLB TO 11000 FT.' NONE OF US 3 PLTS REMEMBER ANY CLRNC BUT 5000 FT, NOR WAS THE ALT ALERT CHANGED FROM 5000 FT. IT IS POSSIBLE WE COULD BE DISTR BY THE NOISE ABATEMENT PROC AND PATH.

Synopsis :

A B727 FLT LEVEL AT 5000 FT WHEN THE CTLR HAD ASKED THEM TO EXPEDITE TO 11000 FT ON A NOISE ABATEMENT CLB S OF DCA, DC.

Time

Date : 199906

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LIPA.Airport

State Reference : FO

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : LIPA.TRACON

Make Model : Widebody, Low Wing, 3 Turbojet Eng

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 11366

Experience.Flight Time.Last 90 Days : 43

Experience.Flight Time.Type : 185

ASRS Report : 441955

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : Published Procedure

Independent Detector.ATC Equipment.Other ATC Equipment : RADAR

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

CAPT'S FIRST TRIP FROM AVIANO. MY SECOND TRIP FROM AVIANO. FE WAS ALSO UNFAMILIAR. CLRNC WAS ISSUED BY GND CTL JUST PRIOR TO REACHING ACTIVE DEP RWY. CLRNC TO THE ENRTE PHASE WAS VIA THE 'VINCENZA 6B DEP.' OUR RESOURCES INCLUDED THE COMMERCIAL CHARTS (2 APCH PROCS AND THE ARPT CHART). GOV FLIP CHARTS (SAME AS COMMERCIAL), GOV REVISIONS (NOTHING), AND GOV ARPT BOOK (LOTS OF VERBIAGE ON THE ARPT, BUT NO SID). AT ABOUT THE SAME TIME THAT WE EXHAUSTED OUR ONBOARD RESOURCES, I RECALLED THAT ON MY 1 PREVIOUS TRIP FROM THIS ARPT, THE CAPT HAD PULLED FROM HIS COLLECTION A PHOTOCOPY OF THE VIC 6B DEP -- THE SOURCE OF WHICH REMAINS A MYSTERY TO ME. I SHARED WHAT I COULD REMEMBER FROM THE DEP PROC WITH MY CAPT. HE HAD ME ADVISE THE CTLR THAT WE HAD FOUND THE DEP PROC. I WAS A BIT LEERY. HIS IDEA WORKED. THE CTLR ASKED IF WE HAD THE ISSUE SHOWING THE R TURN AT 600 FT, ETC, AS HE APPARENTLY READ TO US THE ENTIRE SID. I SCRIBBLED IT ALL DOWN, WE SET UP OUR NAV EQUIP, CALLED FOR TKOF CLRNC, AND DEPARTED. OUR MISTAKE HERE WAS OUR FAILURE TO BRIEF WHAT WE HAD JUST HEARD ('HAD TO MAKE THAT SLOT TIME'). AFTER TKOF AND THE FIRST 2 TURNS, THE CAPT ACQUIRED AND NAVED DIRECT TO VENEZIA, ABOUT 30 NM TO THE S. I THOUGHT I HAD HEARD 'DIRECT TO VINCENZA' AS PART OF THE SID. I FIGURED I MUST HAVE MISUNDERSTOOD. AFTER ABOUT 2 MINS AND 8-10 NM ON THE SBOUND COURSE, THE CTLR ADVISED US TO TURN IMMEDIATELY TOWARD, AND FLY TO VINCENZA, ABOUT 30 NM TO THE W OF THE ARPT. WE DID, AND PROCEEDED WITHOUT FURTHER INCIDENT. FLYING AROUND WITHOUT THE NECESSARY CHARTS ON BOARD IS NOT A GOOD IDEA, BUT THE TEMPTATION TO DO SO COULD BE REDUCED IF THE RELEVANT PROC WERE EITHER PUBLISHED APPROPRIATE OR ELSE ELIMINATED!

Synopsis :

FLC DEPARTED FOREIGN ARPT WITHOUT PROPER SID CHART.

Time

Date : 199907

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : IN

Altitude.MSL.Bound Lower : 6500

Altitude.MSL.Bound Upper : 7000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : IND.TRACON

Make Model : B727-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 3600

ASRS Report : 442170

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Experience.Flight Time.Total : 6500

Experience.Flight Time.Last 90 Days : 150

ASRS Report : 442308

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Independent Detector.ATC Equipment.Other ATC Equipment : Radar

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE LEVEL AT 7000 FT, WE THOUGHT WE RECEIVED CLRNC TO 6000 FT. WE READ BACK THE ALT LEAVING AND ASSIGNED AND ACFT CALL SIGN. AT APPROX 6500 FT, CTLR CALLED AND SAID TO MAINTAIN 7000 FT. WE REPLIED THAT WE WERE AT 6500 FT AND RETURNING TO 7000 FT. WE BELIEVE THAT THE ORIGINAL DSCNT HAD BEEN ISSUED TO ANOTHER ACFT WITH A SIMILAR CALL SIGN THAT WAS BEING WORKED ON ANOTHER FREQ. HIGH CTLR WORKLOAD AND MULTIPLE FREQS INCREASE THE LIKELIHOOD OF MISCOMS.

Synopsis :

FLC RESPONDS TO CLRNC INTENDED FOR ANOTHER ACFT APCHING IND.

Time

Date : 199907

Day : Tue

Local Time Of Day : 1801 To 2400

Place

State Reference : TX

Altitude.MSL.Bound Lower : 19000

Altitude.MSL.Bound Upper : 19500

Environment

Flight Conditions : Mixed

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10700

Experience.Flight Time.Last 90 Days : 160

Experience.Flight Time.Type : 3500

ASRS Report : 442370

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON DEP LEVEL AT 17000 FT MSL, GIVEN HDG 310 DEGS TO INTERCEPT CWK 285 DEG RADIAL. CHANGED FREQ AND NEW CTLR TOLD US TO TURN 20 DEGS R. THEN TOLD TO CLB TO FL230, EXPEDITE THROUGH FL220. WE THOUGHT HE STILL WANTED US TO INTERCEPT THE CWK 285 DEGS AND DID THAT. BUT HE WANTED US TO STAY ON THE HEADING AS IT TURNS OUT. HE AMENDED OUR CLRED ALT TO FL190, BUT WITH OUR EXPEDITING THE CLB, WE WERE ALREADY PAST THAT ALT. AFTER SEVERAL EXCHANGES, GIVEN A HEADING AND CLRED TO FL230. WE THOUGHT WE WERE DOING WHAT THE CTLR WANTED, BUT MISCOM/MISUNDERSTANDING MAY HAVE CAUSED A TFC CONFLICT. IF WE HAD THOUGHT TO CLARIFY, IT WOULD HAVE SOLVED THE PROB.

Synopsis :

MLG CREW HAD TRACK DEV.

Time

Date : 199907

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LFPG.Airport

State Reference : FO

Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : LFPG.TRACON

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 220

ASRS Report : 442992

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 375

ASRS Report : 442878

Person / 3

Function.Flight Crew : Relief Pilot

Experience.Flight Time.Total : 16000

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 110

ASRS Report : 442871

Person / 4

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Chart Or Publication

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

CLRNC DELIVERY VERBALLY ISSUED OUR CLRNC FOR THE LAGIL 8G DEP AND ON DEP/TKOF WE LEARNED THAT WHAT CLRNC AND DEP CTL MEANT WAS THE L'AIGLE 8G DEP WHICH MAKES A L TURN INSTEAD OF STRAIGHT OUT AND LATER TURNING R, TO THE LAGIL RNAV INXTN. WE QUESTIONED THE FACT THAT THE LAGIL DEP SENDS US WELL E INSTEAD OF W AS FLT PLANNED BUT IT IS NOT UNCOMMON FOR EUROPEAN DEPS (AS WELL AS ARRS) TO SEND YOU TO A FIX THAT DOESN'T CONNECT WITH YOUR RTE. WE WERE ORIGINALLY ISSUED THE LGL 8H (L'AIGLE) FOR RWY 8L VIA ACARS. AS RWY 8L REQUIRES A LONG TAXI WE REQUESTED VERBALLY, RWY 9 AND WERE ISSUED THE LAGIL 8G DEP. WE (ALL 3 OF US) HEARD THE WORDS 'LAYGILL' EIGHT GOLF. THE CONCLUSION THAT WE HAVE DRAWN IS THAT THE ENGLISH PRONUNCIATION OF L'AIGLE AND LAGIL ARE TOO CLOSE TO BE USED SAFELY IN ISSUING DEP CLRNCs. THE POINT IS THAT IN ACCEPTING THE NON STANDARD OPS AS WE MUST IN OTHER COUNTRIES, IT OPENS THE DOOR A LITTLE WIDER TO ACCEPT THINGS LIKE A DEP SID IN THE WRONG DIRECTION FROM YOUR FILED RTE. SUPPLEMENTAL INFO FROM ACN 442878: GIVEN PERMISSION FOR RWY 9 AND ACKNOWLEDGED A CHANGE IN DEP SID TO: 'LAGIL 8G' RWY 9. THIS WAS FOUND ON (SID PAGE 20-3D). WHAT SHOULD HAVE BEEN SELECTED AND BRIEFED WAS THE 'L'AIGLE 8G' DEP FOR RWY 9, CLB TO FL100 (SID, PAGE 20-3N). WITH LANGUAGE A FACTOR, I BELIEVE THIS IS A PROB WAITING TO HAPPEN. IT HAPPENED TO US. SOLUTION: ALWAYS, CONFIRM AND DOUBLE-CHK SIDS, STARS, BACK UP NAV, ETC, IN THIS ENVIRONMENT. WE ALL LEARNED A LESSON. HOPEFULLY OTHERS WILL NOT REPEAT OUR MISTAKE. SUPPLEMENTAL INFO FROM ACN 442871: RECEIVED DATALINK CLRNC. SID 'LGL 8H/8L' ASSIGNED. WE TOOK THIS TO BE 'LAGIL 8H' DEP. THE FIRST RED FLAG WAS THAT OUR FIRST FLT PLANNED FIX WAS EVX TO THE W. THIS SID WENT EBOUND. WE WERE CHANGED TO RWY 9 AND WHAT VERBALLY SOUNDED LIKE 'LAGIL 8G' (PAGE 3D) DEP. THE LGL L'AIGLE (PAGE 3N) 8G DEP GOES OUT 8.2 NM THEN A 180 DEG L TURN. WHEN WE DID NOT MAKE THAT TURN, DEP CTL QUESTIONED US. THE PROB IS LAGIL AND LGL ARE PRONOUNCED THE SAME. UNLESS PHONETICALLY SPELLED OUT AND NOT KNOWING OF THE OTHER, THIS IS AN EASY MISTAKE TO MAKE. DEP GAVE US RADAR VECTORS TO WHERE WE SHOULD HAVE GONE. IN THE FUTURE, I WILL PHONETICALLY SPELL QUESTIONABLE FIXES AND CLRNCs IN FOREIGN COUNTRIES. LGL STANDS FOR 'L'AIGLE' WHICH, TO ME, IS PRONOUNCED THE SAME AS 'LAGIL.'

Synopsis :

A B777 DEP LFPG USES THE WRONG SID AND HAS TO BE VECTORED AROUND TO THE W WHEN THE CREW MISSED THEIR TURN POINT 10 MI E OF LFPG, FO.

Time

Date : 199907

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MGGT.Airport

State Reference : FO

Altitude.MSL.Single Value : 6600

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MGGT.Tower

Make Model : B727 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : MGGT.Tower

Make Model : Baron 55/Cochise

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 443794

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Flight Crew : Single Pilot

Person / 5

Function.Controller : Local

Events

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : FAR

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

CLRED FOR ILS, DME 1, RWY 1 APCH. IN PROC TURN, GOT TCASII WARNING, SAW TFC VISUALLY (A BEECH BARON) AT OUR ALT, LESS THAN 1/4 MI, AVOIDED TFC AND LANDED. TALKED TO TWR AFTER LNDG AND THEY SAID THE BARON WAS TO FOLLOW US. WE WERE NEVER GIVEN THE BARON AS TFC. WE WERE THE ONLY ACFT ON FREQ SPEAKING ENGLISH.

Synopsis :

A B727 FLC RECEIVED A TCASII WARNING ON APCH TO MGGT.

ACN: 443870

Time

Date : 199907

Day : Sat

Local Time Of Day : 0601 To 1200

Place

State Reference : MD

Altitude.MSL.Single Value : 14000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC

Make Model : B737-300

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 6000

ASRS Report : 443870

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

CTR GAVE US A DSCNT TO CROSS RADDs INTXN AT 15000 FT. WHILE WE WERE IN OUR DSCNT, CTR GAVE US CLRNC TO CROSS 30 NM S OF SIE (RADDs) AT 11000 FT. THE CAPT READ BACK THE CLRNC AND BOTH CONFIRMED (POINTED TO) THE NEW ALT. PASSING 14000 FT, CTR INFORMED US TO LEVEL OFF AND SAID HE THOUGHT WE WERE ASSIGNED 15000 FT.

Synopsis :

AN ACR FLC FLYING B737-300 NEAR SIE RECEIVES CONFLICTING DSCNT ALT CLRNC FROM ZDC.

Time

Date : 199907
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MSP.Airport
State Reference : MN
Altitude.MSL.Bound Lower : 27000
Altitude.MSL.Bound Upper : 29000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMP.ARTCC
Make Model : A320

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 15000
Experience.Flight Time.Last 90 Days : 160
Experience.Flight Time.Type : 160
ASRS Report : 443994

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 10000
Experience.Flight Time.Last 90 Days : 230
Experience.Flight Time.Type : 300
ASRS Report : 444150

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative :

I HAD LEFT THE FLT DECK TO USE BATHROOM, WE WERE APCHING MSP ARPT AT CRUISE FL290. UPON RETURN FROM BATHROOM, THE CTR CALLED AND ASKED OUR ALT. I RPTED WE WERE JUST LEVELING AT FL270. THE CTLR STATED HE HAD NOT AUTHORIZED FL270. THE FO THEN TOOK RADIO AND SAID TO THE CTLR THAT ON THE FREQ CHANGE HE HAD BEEN INSTRUCTED TO DSND TO FL270. THE CTLR THEN STATED YOUR CLRNC WAS TO MAINTAIN 270 KTS. THE FO THEN STATED TO THE CTLR THAT HIS CLRNC WAS TO MAINTAIN FL270, AT WHICH TIME HE HAD STATED MAINTAIN FL270 LEAVING FL290 FOR FL270. WE THEN GOT ANOTHER FREQ CHANGE, AT WHICH I STATED FL270, 270 KTS. THIS CTLR QUESTIONED MY ALT. I ASKED HIM IF THERE WAS A PROB. HE SAID 'STAND BY.' HE THEN CAME BACK AND SAID NO PROB, THE PREVIOUS CTLR SHOULD HAVE DSNDDED US TO FL230 AS HIS AIRSPACE STARTED AT FL230. IT'S A CTR COORD THING, NO PROB. TO SOLVE THESE KINDS OF MISCOMS, WE NEED TO DISTINGUISH BTWN FLT LEVEL AND MAINTAIN SPD -- NOT JUST MAINTAIN 270. SUPPLEMENTAL INFO FROM ACN 444150: I, FO, CHKED IN WITH ZMP AT FL290. HE CLRED ME TO FL270 AND I ACKNOWLEDGED AND READ BACK FL270.

Synopsis :

AN AIRBUS A320 FLC DSNDDED BELOW THE ASSIGNED ALT RATHER THAN MAINTAIN THE ASSIGNED AIRSPD NEAR MSP. AT THE HDOF POINT THE ACFT WAS ABOVE THAT SECTOR'S ALT.

Time

Date : 199907

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : B767-300

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 1740

ASRS Report : 444108

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9700

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 1800

ASRS Report : 443856

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER LNDG RWY 27 WE WERE INSTRUCTED TO HOLD SHORT OF RWY 22 ON TXWY W. HOLDING SHORT ON TXWY W WE HEARD INSTRUCTIONS TO CROSS RWY 22. WE READ BACK OUR FLT NUMBER AND 'CLRED TO CROSS RWY 22.' AFTER CLRING RWY 22, WE WERE TOLD WE HAD NOT BEEN CLRED TO CROSS THE RWY.

Synopsis :

A BOEING 767 FLC TAXIED ACROSS A RWY WITHOUT A CLRNC AT BOS.

Time

Date : 199907

Day : Sat

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : JFK.Airport

State Reference : NY

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : JFK.Tower

Make Model : B747 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : JFK.Tower

Make Model : B747 Undifferentiated or Other Model

Person / 1

Function.Controller : Local

Experience.Flight Time.Total : 4400

ASRS Report : 444753

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 1

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

JFK LNDG VOR RWY 13L, DEPARTING RWY 13R. ACFT #1 CLRED TO LAND RWY 13L. ACFT #2 INSTRUCTED TO TAXI INTO POS AND HOLD RWY 13R, THEN CLRED FOR TKOF. AT THAT MOMENT, I OBSERVED ACFT #1 ON SHORT FINAL FOR RWY 13R. I INSTRUCTED ACFT #1 TO GO AROUND, WITH ACFT #2 EITHER OFF OR PARTIALLY ON RWY 13R. ACFT #2 HAD NOT BEGUN TKOF ROLL AND HAD STOPPED. I INSTRUCTED THEM TO HOLD POS. DURING ITS SECOND APCH, I CLRED ACFT #1 TO LAND RWY 13L. I PLACED ALL LIGHTS FOR RWY 13L ON STEP 5, AND TURNED OFF RWY 13R VASI. ACFT #1 AGAIN TURNED FINAL FOR RWY 13R. AS THERE WAS AN H/A310 IN POS ON RWY 13R, I INSTRUCTED ACFT #1 TO GO AROUND. ACFT #1 CREW APPEARED 'FLUSTERED,' AS THEY APPEARED TO TRACK HDG 090 DEGS WHEN INSTRUCTED TO TURN R 180 DEGS. DURING THIRD APCH, I KEPT ALL RWYS CLR AND ACFT LANDED RWY 13L. HISTORICALLY, FOREIGN CARRIERS HAVE HAD TROUBLE WITH LANGUAGE BARRIERS -- ESPECIALLY ASIAN CARRIERS. FATIGUE RESULTING FROM 2 QUICK TURN-AROUNDS AND COMPLACENCY RESULTED IN MY NOT SCANNING THE FINAL WHEN CLRING ACFT #2 FOR TKOF. I PUT FALSE TRUST IN ACFT #1 DOING WHAT THEY WERE CLRED TO DO, WHICH OBVIOUSLY THEY DID NOT.

Synopsis :

CTLR REALIZES B747 ON SHORT FINAL HAS LINED UP TO LAND ON WRONG RWY AFTER CLRING B747 FOR TKOF ON SAME RWY.

Time

Date : 199908
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : FMN.Airport
State Reference : NM
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Make Model : Light Transport, High Wing, 2 Turboprop Eng

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 2400
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 700
ASRS Report : 444960

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Overcame Equipment Problem
Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative :

ACR X AT FMN LOST COM WITH ZDV. DID ONE TURN IN HOLDING AND THEN LNDG DUE TO APCHING TSTM. FMN TWR WAS CLOSED. I CALLED CTR AND THEY SAID THEY MAYBE FORGOT TO SWITCH US OVER TO THAT FREQ.

Synopsis :

APPARENT LOSS OF COM CAUSED BY ATC AS LTT ARRIVING AT FMN.

ACN: 445525

Time

Date : 199908

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BDL.Airport

State Reference : CT

Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PVD.TRACON

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 4650

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 2500

ASRS Report : 445525

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Narrative :

WE WERE CLRED ON A VECTOR. ATC CAME BACK AND SAID WE WERE CLRED VIA A VECTOR AND THEN TO PROCEED DIRECT TO PROVIDENCE. NEITHER OF US HEARD DIRECT PROVIDENCE, AND WE DID NOT READ IT BACK. MISCOMS WILL HAPPEN. HOWEVER, I'VE NOTICED AN INCREASING TENDENCY BY ATC IN RECENT YRS TO PAY LESS ATTN TO READBACKS. IN BUSY AIRSPACE, MANY CTRLRS CAN'T WAIT ON PROPER READBACKS. THIS BREEDS A DANGEROUS ATTITUDE TOWARD THE SAFETY 2-WAY COMS PROVIDES. THE PROB COMES WHEN CTRLRS AND PLTS DEVELOP THE HABIT OF NOT CARING ABOUT READBACKS. IN THIS SIT THERE WASN'T MANY AIRPLANES IN THE AIRSPACE. NEEDLESS TO SAY THERE ARE MANY REASONS WHY AN ENTIRE XMISSION MAY NOT MAKE IT TO THE OTHER PARTY. READBACKS ARE THE ONLY METHOD OF MAKING SURE IT'S HEARD AND UNDERSTOOD. SOMEONE NEEDS TO POINT OUT THAT IF CTRLRS OR PLTS ARE TOO BUSY FOR READBACKS, THEN THEY ARE UNSAFE. THIS PROB NEEDS TO BE SERIOUSLY ADDRESSED BEFORE AN ACCIDENT HAPPENS.

Synopsis :

AN ACR FLC FLYING B757 NEAR BDL FAILS TO HEAR OR COMPLY WITH AN ATC INSTRUCTION.

Time

Date : 199908

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : FUL.Airport

State Reference : CA

Altitude.MSL.Bound Lower : 0

Altitude.MSL.Bound Upper : 1100

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : FUL.Tower

Make Model : Skyhawk 172/Cutlass 172

Aircraft / 2

Controlling Facilities.Tower : FUL.Tower

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Person / 1

Function.Instruction : Instructor

Experience.Flight Time.Total : 350

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 280

ASRS Report : 445811

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Controller : Local

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS HELPING A STUDENT WITH LNDGS, DOING TOUCH AND GOES AT FULLERTON MUNICIPAL. WE WERE IN R CLOSED TFC. ON OUR SECOND TOUCH AND GO, THE TWR SAID (AS WE UNDERSTOOD IT), 'CESSNA 123, L TFC, RWY 24.' WE READ BACK THE INSTRUCTION AND, AS WE WERE ROLLING OUT ON, L XWIND, TWR ASKED US IF WE WERE DEPARTING. WE TOLD THEM NO. HE TOLD US THEN TO CONTINUE L DOWNWIND AT 1100 FT. SO, WE SAID 'ROGER.' AS WE TURNED TO BASE LEG, TWR SAID 'CESSNA 123, WHY ARE YOU ON BASE? MAKE IMMEDIATE R TURN. TFC 12 O'CLOCK POS, CESSNA 182 ON FINAL.' WE THEN SAW TFC COMING FROM OUR R TO L IN FRONT OF US. WE TURNED A STEEP R TURN TO AVOID THE TFC. TWR THEN ASKED WHY WE WERE ON BASE. HE TOLD US TO EXTEND OUR DOWNWIND. WE THEN TOLD HIM WE UNDERSTOOD THAT HE WANTED US TO FLY THE DOWNWIND AT 1100 FT, IN WHICH WE COMPLIED. WE CONTINUED TO FLY DOWNWIND UNTIL THE TWR CALLED OUR BASE. THE FACTOR THAT LEAD TO THE NEAR-MISS IS THE MISCOM BTWN THE CTL TWR AND US. ALSO, WE DID NOT SEE THE ACFT ON FINAL UNTIL THE CTL TWR TOLD US. PROPER CORRECTIVE ACTIONS WERE TAKEN. IT IS POSSIBLE THAT THERE WAS A BLOCK (DUAL XMISSION) ON THE RADIO. WHEN THE TWR GAVE OUR INSTRUCTIONS, BUT BOTH MY STUDENT AND I HEARD THE TWR SAY, 'FLY THE DOWNWIND AT 1100 FT,' BUT DID NOT HEAR, 'EXTEND DOWNWIND'.

Synopsis :

AN APPARENTLY CONFUSED CONTRACT TWR CTLR ASKED MORE SARCASTIC QUESTIONS OF THE RPTR THAN DISSEMINATING URGENTLY NEEDED INFO. AN NMAC OCCURRED AS A RESULT OF THE CTLR'S OVERUSE OF THE FREQ.

ACN: 456600

Time

Date : 199912

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ZZZ.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Controller : Ground

ASRS Report : 456600

Person / 2

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Independent Detector.Other.ControllerA : 1

Resolutive Action.None Taken : Unable

Resolutive Action.Other : Recommend Phraseology Change

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : FAA

Narrative :

I AM PRESENTLY EMPLOYED BY THE FAA AS A CERTIFIED PROFESSIONAL CTLR AT THE ATCT AT AN INTL ARPT. IT HAS RECENTLY COME TO MY ATTENTION THAT A CHANGE TO PROCS WHICH HAD THE INTENTION OF PREVENTING RWY INCURSIONS AND ACCIDENTS ON ACTIVE RWYS WILL HAVE EXACTLY THE OPPOSITE EFFECT. ALTHOUGH WELL INTENTIONED, THE NOTICE IS NOT WELL THOUGHT OUT AND, IF IMPLEMENTED, WILL INEVITABLY RESULT IN A CATASTROPHE ALONG THE LINES OF THE TENERIFE DISASTER. AS LONG AS I HAVE BEEN AN ATC (THE MIL PORTION OF MY ATC CAREER BEGAN IN 1983), IT HAS BEEN A WELL ESTABLISHED TENET OF THE BUSINESS THAT MISCOMS ARE UNAVOIDABLE AND THAT TO PREVENT ACCIDENTS AS A RESULT OF THOSE MISCOMS, SIMILAR SOUNDING INSTRUCTIONS OR WORDS ARE TO BE AVOIDED. THE TERM 'TKOF,' FOR EXAMPLE IS ONLY USED IN THE ACTUAL XMISSION OF A CLRNC FOR TKOF. IN OTHER XMISSIONS THE TERM 'DEPARTURE' IS USED TO PREVENT A PLT HOLDING IN POS FROM HEARING THE TERM 'TKOF' AND ERRONEOUSLY ASSUMING IT IS A CLRNC MEANT FOR HIM. IT IS A BACK-UP SAFETY NET THAT UNTIL NOW HAS WORKED ADMIRABLY. FAA NOTICE N7110.206, EFFECTIVE JUL/XA/99, HAS PHRASEOLOGY CHANGES THAT A GND CTLR IS TO REQUEST A RWY CROSSING FROM THE LCL CTLR AND IS IDENTICAL TO NOT ONLY THE LCL CTLR'S POSITIVE REPLY BUT IDENTICAL TO THE CLRNC ISSUED TO THE ACFT OR VEHICLE WHICH INTENDS TO CROSS. I FORESEE A SIT WHEREIN: 1) AN ACFT HOLDING SHORT OF AN ACTIVE RWY IN A LOW VISIBILITY SIT REQUESTS TO CROSS THAT ACTIVE RWY. 2) THE GND CTLR USING THE PHRASEOLOGY AS SPECIFIED IN THE NOTICE SAYS TO LCL 'CROSS RWY 18 AT TXWY B.' 3) UNBEKNOWNST TO GND CTL, HE HAD A 'HOT MIKE' AT THE TIME. 4) THE ACFT HOLDING TAKES THAT AS A CLRNC TO CROSS (I CERTAINLY WOULD). 5) LCL CTL REFUSES THE OP DUE TO AN ACFT ON DEP ROLL OR ON SHORT FINAL. 6) WHILE LCL AND GND ARE NOW COORD WHEN THE OP CAN BE EXPECTED TO TAKE PLACE SAFELY, IT IS TAKING PLACE. IT IS MY CONTENTION THAT UNLESS THIS PROC IS MODIFIED IN A WAY THAT WILL PREVENT THE 'HOT MIKE' SCENARIO FROM OCCURRING THERE WILL BE ACCIDENTS AS A RESULT. STEPS MUST QUICKLY BE TAKEN TO MODIFY THE PHRASEOLOGY SO THAT IT IS WELL UNDERSTOOD BY ALL OPERATIONAL CTLRS THAT THE WORD 'CROSS' BE ONLY USED IN THE ACTUAL AUTHORIZATION BY EITHER LCL OR GND CTL TO THE VEHICLE OR ACFT INVOLVED.

Synopsis :

TWR CTLR COMPLAINT REGARDING A CHANGE IN THE PHRASEOLOGY BETWEEN THE GND AND LCL TWR CONTROLLERS FOR TAXIING ACFT APPROVAL TO CROSS ACTIVE RWYS.